

Inland Seas



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*The St. Lawrence Seaway**

By N. R. DANIELIAN

IT IS QUITE appropriate that the Great Lakes Historical Society should be interested in the Great Lakes – St. Lawrence Basin Project because it was in Cleveland that the first impetus to its development was given in September 1895 at a meeting of the International Deep Waterways Association. One of the great advocates of this project was the late George T. Bishop, an officer of the Cleveland-Cliffs Iron Company and later of the Niagara Frontier Association.

Like all major undertakings of mankind, the St. Lawrence Project has had a long and turbulent history. Following the Cleveland meeting of the International Waterways Association in 1895, the President of the United States and the Government of Canada appointed a Deep Waterways Commission to report on all the possible waterway routes which might connect the Great Lakes and the Atlantic Ocean. Reporting on January 8, 1897, this Commission advised the President that both the St. Lawrence route and the Oswego-Oneida-Mohawk canal route were feasible and that construction of either project as quickly as it could be technically planned and economically executed was fully justified. This Commission also recommended deepening of the connecting channels between the Great Lakes and further surveys to determine which one of the two routes should be undertaken. In the next three years Congress appropriated a total of \$483,000 to finance further investigation by the Board of Engineers on Deep Waterways which the Secretary of War had established. In the light of unsettled boundary disputes and navigation rights on boundary waters between the United States and Canada, the inclination of the Army Engineers at that time was to favor the construction of a 21 foot all-American canal.

In 1902 Congress took the initiative in requesting the President to establish an International Waterways Commission jointly with Great Britain (for Canada) for the purpose of reporting upon the use and con-

* A paper given at the Annual Meeting of the Great Lakes Historical Society, May 19, 1949.

servation of the Great Lakes. Such a Commission was established in December 1903. The great accomplishment of this Commission was to negotiate and to settle the existing points in dispute between Canada and the United States. These settlements were embodied in the Boundary Waters Treaty of 1909. This treaty clarified navigation rights on the boundary waters, defined the amount of diversion of water each country could take at Niagara River and established an International Joint Commission with broad powers over the control and utilization of boundary waters. With the settlement of these issues, the St. Lawrence route became the preferred channel for the Great Lakes to Atlantic Ocean navigation project.

In February 1914 the United States inquired of the British ambassador as to the views of the Canadian government with regard to a study by the International Joint Commission, established under the Boundary Waters Treaty of 1909, concerning the feasibility of constructing a deep waterway for ocean-going vessels. Due to the great war this was delayed until 1920. In the meantime Canada had already authorized the construction of the Welland Canal and work on it was started in 1914 but was delayed on account of the war.

The International Joint Commission held extensive hearings throughout the United States and Canada and in 1921 reported unanimously in favor of undertaking the Great Lakes - St. Lawrence Seaway Project.

In the meantime private interest was very much alive to the advantages of constructing the St. Lawrence project for both navigation and power. In 1919 the Great Lakes - St. Lawrence Tidewater Association was organized as a Council of the States and in the succeeding decade as many as thirty state governments became officially affiliated with the organization, which devoted its sole efforts to public education and promotion of the Seaway Project.

At the same time private companies interested in the development of St. Lawrence power and the utilization of this power in the reduction of aluminum were engaged in acquiring riparian rights upon the shores of the St. Lawrence River. As early as 1896 private interests had acquired leases from the State of New York by special legislative act to utilize some portion of St. Lawrence River's water power in northern New York. It was under such a lease that the present Massena power canal was constructed and still utilizes a part of the flow of the St. Law-

rence River in northern New York for the production of power to be used in the plant of the Aluminum Company of America. The history of private efforts to secure licenses for the development of power on the St. Lawrence River has been checkered with political controversy ever since 1907 when Governor Charles Evans Hughes took a hand in the definition of a water conservation policy in New York State. This controversy has at times been very lively and has involved Governors Miller, Alfred E. Smith, Franklin Roosevelt, Herbert Lehman and Thomas E. Dewey. In the end, however, the state finally decided by legislative enactment to retain the right of utilization of St. Lawrence power as a public domain and to hold it in trust for the benefit of the people of the state as a whole.

The most ambitious program of development of the St. Lawrence Project was proposed to the International Joint Commission in 1920 by the great American engineer Hugh L. Cooper, who appeared before the Commission on behalf of his clients, namely, the Aluminum Company of America, the General Electric Company, and the Dupont Company, to propose a privately financed program of developing water power resources of the St. Lawrence River from Ogdensburg to Montreal, where there are potentially over five million kilowatts of undeveloped resources. An interesting part of Cooper's program, which called for the private expenditure of \$1,300,000,000, was the proposal that his clients would make a gift of the joint works that would be useful in the creation of navigation facilities, to the two governments, in exchange for the right to utilize the water power of the river. This program, as well as other similar private offers, did not reach a stage of maturity because of political opposition in New York State and because, being an international project, Canadian consent was necessary, which could not be obtained for private exploitation of the river. It is an interesting footnote that Hugh L. Cooper, having failed to develop this greatest of the domestic water power sources, soon was engaged by the Russian Soviet Government to supervise the construction of the Dnieper Dam, which was the major symbol of the first five-year plan. The successful construction of this project made Cooper the "darling" of the Soviets. It is also a matter of record that an American manufacturer, who was also interested in the St. Lawrence power development, supplied the generating equipment for the Dnieper Dam.

The first sustained effort to secure agreement with Canada for the development of the St. Lawrence Project was initiated and carried through to completion under the Republican administrations of Calvin Coolidge and Herbert Hoover, while Andrew Mellon was Secretary of the Treasury and Charles Evans Hughes and Henry L. Stimson were Secretaries of State. In July 1932 President Hoover finally announced the signing of a treaty with Canada and the Senate Foreign Relations Committee immediately undertook, under the chairmanship of the late Senator Borah of Idaho, to hold hearings. The political campaign in which the St. Lawrence Seaway was an issue between candidate Franklin Roosevelt and President Herbert Hoover and the subsequent period of economic crisis, delayed Congressional consideration of the treaty until March 1934. At that time the treaty came to a vote and it was defeated; although it had a majority of Senate votes, it failed of the required two-thirds endorsement.

During the following six years, Secretary of State Cordell Hull made repeated overtures to Canada to re-negotiate a new agreement. Because of certain political conditions in Canada, no definite progress was made until 1940. Then, under the impetus of the national defense preparedness program, the two governments resolved to proceed expeditiously for the construction of the project. An agreement was, therefore, signed on March 19, 1941, which immediately became the subject of hearings before the House Committee on Rivers and Harbors, and after seven weeks of hearings the Committee voted 17 to 8 to report the measure to the House. This was delayed until November 22, 1941. Two weeks after the measure reached the House floor, the tragedy of Pearl Harbor set aside major projects of long range significance, as the attention of the country was immediately focused on winning the war with all available weapons.

President Roosevelt, however, was convinced that power from the St. Lawrence Project and also the navigation works might ultimately be useful in the prosecution of the war, for he more than anyone else realized that the war would be long, hard, and bitterly fought. In the spring of 1942 he attempted to interest Speaker Rayburn and Chairman Mansfield of the House Rivers and Harbors Committee in reviving the St. Lawrence Seaway legislation, but received advice that because of its long range character, there was no chance of its being approved at that time.

President Roosevelt did not give up hope of pushing the project forward. Relying upon the precedent that such other major projects as the Panama Canal, Muscle Shoals, Bonneville and Grand Coulee had required strong executive action, sometimes of an unorthodox character, to start them on the way towards ultimate realization, President Roosevelt resolved to initiate the St. Lawrence Project by Executive Order under his war powers. This is an episode that is not generally known and is buried deep in the files of the late President. To begin construction of the St. Lawrence Project by Executive Order, the President needed funds. He determined that the first allocation of funds should be so substantial that the further construction of the project could not be stopped, as were the Passamaquoddy Project and the Florida Ship Canal, because such large investment would be involved that the Congress would be disinclined to abrogate Presidential action. He; therefore, called upon his budget officers to find fifty million dollars for the initiation of work on the St. Lawrence. His budget officers, however, could locate only about sixteen million dollars of unencumbered funds. To secure the rest the White House had to go to the War Department, or more specifically to Undersecretary of War Robert Patterson, who was then in control of War Department expenditures. War Department appropriations during the war provided flexibility within ten percent of total appropriations which permitted diversion of funds from one use to another depending upon the exigencies of the war.

Judge Patterson had a singleness of purpose at that time—to use all available resources of manpower and materials which could have demonstrably a direct and immediate impact upon the war and, be opposed to long range projects, even though they might help in the prosecution of the war at some future time. He, therefore, visited President Roosevelt in August 1942, in company with the Chief of the Services of Supply, General Brehon Somervell, and strenuously opposed the allocation of any War Department funds for the St. Lawrence Project. President Roosevelt was unconvinced and still insisted that he wanted the project initiated. Judge Patterson was equally adamant and two weeks later, early in September, he again went to see the President, this time in company with a Vice Chairman of the War Production Board, opposing the initiation of the St. Lawrence Project. The President had no choice then but to yield to the deep rooted conviction of his Under-

secretary of War and made announcement on September 15, 1942 that the St. Lawrence Project would have to wait the termination of the War.

After this decision it was obvious that there was no easy way of building the St. Lawrence Project but to secure Congressional approval. Even before the end of the War, Senator George Aiken of Vermont initiated action in the Senate in 1944, but his attempt to attach the St. Lawrence Project as an amendment to the Rivers and Harbors Bill failed by a wide margin on December 12, 1944.

The defeat of Senator Aiken's motion revealed certain aspects of the St. Lawrence legislation that are of paramount interest to the residents of the Great Lakes area. First, it became obvious that the agreement of March 19, 1941 encompassed many issues that went beyond the mere construction of the Seaway Project. It contained provisions concerning navigation rights on boundary waters, connecting channels and the lower St. Lawrence. It contained provisions relating to additional diversion of water at Niagara River. It contained provisions for the arbitration of damages arising from diversion of water from Lake Michigan via the Chicago Canal. Some of these provisions raised serious questions concerning the constitutional authority of the Senate to approve treaties by two-thirds vote whereas the proposed agreement called for a majority vote of both Houses of Congress.

During the first part of 1945, at the initiative of Senator Arthur Vandenberg, the State Department undertook revisions of the 1941 Agreement with the consent of the Canadian Government. These revisions were incorporated in Senate Joint Resolution 104, introduced by Senator Alben Barkley, then Majority Leader, on October 1, 1945. This resolution was the subject of extensive hearings before a sub-committee of the Senate Foreign Relations Committee, of which Senator Hatch of New Mexico was Chairman. This resolution was reported by the sub-committee and it was approved by the full committee by a vote of 14 to 8, but was not considered by the full Senate because it was near the end of session in 1946, an election year.


Republican victory at the polls in the 1946 election raised the whole issue of economy in Federal expenditures. As a concession to this feeling and as an improvement in the development of such a great natural resource as the St. Lawrence, Senator Vandenberg took the initiative in

introducing the concept of making the St. Lawrence Seaway Project self-liquidating by the charging of tolls. It was my privilege to assist Senator Vandenberg in formulating and securing acceptance of this idea by many organizations throughout the country. The Canadian Government and our own State Department readily acceded to this program. Senate Joint Resolution 111, which Senator Vandenberg as Chairman of the Senate Foreign Relations Committee introduced on May 8, 1947, embodied this concept. Although there has been much controversy about this idea, it is a fact that the Boundary Waters Treaty of 1909, Article I, specifically authorizes each country to charge tolls in boundary waters, with the proviso that any regulations or charges on boundary waters must apply equally to the citizens and the vessels of both countries.

Senate Joint Resolution 111 came to a vote in the Senate on February 27, 1948. It was subject, as usual, to bitter controversy between eastern and middle western Senators. In the course of the debate the St. Lawrence Waterway became an "iceway"; the St. Lawrence project which has been the subject of study and endorsement by innumerable governmental and private engineers was attacked as the pipe dream of woolly-minded liberals; and the project which had the support of the Joint Chiefs of Staff was labeled as a military liability, the folly of misguided enthusiasts.

Senate Joint Resolution 111 was, therefore, recommitted to the Senate Foreign Relations Committee by a vote of 56 to 30, but like all great undertakings that appeal to the imagination, the project will not die an unsung death, for in the 81st Congress, Senate Joint Resolution 111 reappeared as Senate Joint Resolution 99, this time sponsored by Majority Leader Scott Lucas of Illinois with 18 other bi-partisan Senators, willingly and eagerly putting their names to the Bill.

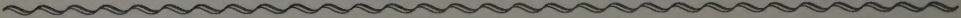
There it rests now, still subject to controversy between the east and the middle west and between the south and the north. The only new element in the picture that gives added significance to this controversy is the growing realization of middle western industry of the danger inherent in the rapid exhaustion of iron ores. What will happen to this project from now on depends upon how quickly the country at large, and the Great Lakes area in particular, come to realize the seriousness of the depletion of natural resources and their impact upon the long-range strength and security of this country.



They Look To The Sea For Their Future

A VISIT TO
THE UNITED STATES MERCHANT MARINE CADET SCHOOL
PASS CHRISTIAN, MISSISSIPPI

By THOMAS B. DANCEY



THE MOTORIST touring west along US 90, the Gulf Coast Highway, meets scenes of intriguing beauty. To his left is the broad expanse of the Gulf of Mexico. The road is embraced by the varied semi-tropical foliage and moss-covered trees common to the Mississippi coast. Leaving the thriving and growing coastal city of Gulfport, and moving in the direction of New Orleans, he travels over a modern divided highway passing through the towns of Long Beach and Pass Christian. The latter mentioned community traces its history back to the time when it was a trading center in the days of colonial possession by France and Spain. This particular stretch of the Gulf Coast has long had a reputation as a resort, both winter and summer. The drive is lined with many beautiful homes, some of them historic, facing upon the everchanging waters of the Gulf.

A short distance before reaching the approach to a long bridge which carries highway traffic over Bay St. Louis, he will observe at his left a sign, reading: UNITED STATES MERCHANT MARINE CADET SCHOOL. To the casual traveler only, this may denote little to his interest. To the ship-minded traveler, whether his interests may be in salt water shipping or in the long ships of our Inland Seas, the Great Lakes, it holds much of significance. Here, just around the bend, is the site of a most unique and well equipped higher educational institution, the basic training school for future officers of the United States Merchant Marine, young men who will sail the oceans and our fresh water seas.

On a bright day early in April, we from Michigan were not merely casual travelers. We had left our home in the region of the Great Lakes only two days before and after more than a thousand miles of

driving, this sign to the left of the road marked our destination. During those short two days and the many hundreds of miles intervening between Dearborn and the Gulf of Mexico, we had seen the panorama of spring unroll—late winter yet in Michigan, the beginning tinge of green in central Indiana, buds in Kentucky, blossoms in Tennessee and Northern Alabama, full blown spring along the coast line of Mississippi.

A year before, we had been most happy when the ship-minded son of a father steeped in Great Lakes lore had placed in a competitive examination for appointment in the United States Merchant Marine Cadet Corps. In due time orders, calling for his reporting to the United States Merchant Marine Cadet School, Pass Christian, Mississippi, were received. The months passed and with them came regular weekly letters from our Cadet-Midshipman, now in the deep south. From his letters we attempted, in mind, to form a picture of this Cadet School. Christmas leave made possible a joyous family reunion in the cold and snow-clad north. From conversations then, we were able to further construct our mental view of a school much different from the ordinary.

Driving west along US 90 that April morning, we were on the verge of seeing the school of which we had heard and thought so much. Was our interest and faith in the Officer Training program of the United States Maritime Commission well founded? The next several days left us without doubt. No mistake had been made in encouraging our son in his chosen direction.

The United States Merchant Marine Cadet Corps first came into being in the year 1938, when it was founded as a permanent educational program, conceived and well planned during a period of years prior to that time. Its contributions to our ultimate successes in Word War II were major. However, it should be made clear that this Officer Training program is not a war-time development. It is a necessary function at all times, one most essential to the national welfare in either peace or war.

The prime purpose of the United States Merchant Marine Cadet Corps, and its schools, the United States Merchant Marine Academy at Kings Point, Long Island, New York, and the United States Merchant Marine Cadet School at Pass Christian, Mississippi, is that of training

properly qualified American young men for successful professional careers as Merchant Marine officers. These selected young men, at the same time, receive Naval training, making them eligible upon graduation, for commissions in the Naval Reserve. A young man so fortunate as to meet the strict academic requirements and rigid physical standards may be appointed as Cadet, United States Merchant Marine Cadet Corps and Midshipman, Merchant Marine Reserve, United States Naval Reserve. These concurrent appointments have resulted in the term, Cadet-Midshipman, by which members of the Cadet Corps are identified.

The specific Mission of the United States Merchant Marine Cadet Corps is stated officially as follows:

The Mission of the United States Merchant Marine Cadet Corps and its Academy is to attract to the United States Merchant Marine a high type of young American with a definite ambition to become an officer in this Service; to impart to him the necessary academic background, and the fundamentals of a nautical education essential to a successful career at sea; to develop in him a high sense of honor, uprightness, and loyalty; to instill in him a pride in his profession, and a determination to uphold the traditions of the Merchant Marine; and, by effective teaching, training, and guidance to send him forth to his calling with a deep respect and affection for the United States Merchant Marine Cadet Corps and its Academy.

Four full years are required to complete the course. The beginning, or Fourth Classman year is spent at the Academy at Kings Point or the Cadet School at Pass Christian. The following year, as a Third Classman, finds the Cadet-Midshipman at sea in an American vessel, ocean or lakes, as either a deck cadet or an engine-room cadet, whichever his chosen department may be. During this year at sea, a closely regulated program of study is carried out in connection with the actual sea-going experience. District Supervisors, who check on the progress being made by cadets while at sea, are located in principal seaports. Following this shipboard training, the remaining two years of the course, as Second Classman and First Classman respectively, are devoted to further study and training at the Academy.

Due only to the fact that the Cadet Corps has been functioning for a relatively short period, now twelve years, it is not yet as well known to the general public as are the other service academies, long-established at Annapolis and West Point. However, the schooling and training of the Cadet-Midshipmen is maintained on a plane of excellence not exceeded by the older and, hence, presently better known schools.

The Cadet Corps routines, its regulations and its uniforms differ little from the United States Naval Academy pattern. The curriculum is not entirely parallel with Annapolis inasmuch as the Cadet-Midshipmen are being trained primarily for service in the Merchant Marine rather than the Navy. Nevertheless, more than two thousand graduates of the Cadet Corps served, during the last war, as commissioned officers on active duty with the Navy.

The United States Merchant Marine Cadet School is situated on Henderson's Point, a projection of land marking the eastern opening of Bay St. Louis into the Mississippi Sound. During the War of 1812, the Battle of Pass Christian, fought southwest of the town in Bay St. Louis, pitted an American flotilla of five gunboats under Lieutenant Thomas Catesby Jones against the fleet of Vice Admiral Cochrane, who was supporting the movements of the British forces against New Orleans. In a gallant action, the American flotilla was destroyed after inflicting major casualties on the attacking British.

Indeed, the site of the Cadet School is well chosen. The climate is such that out of door activities may be carried on throughout the full year, both ashore and afloat. The school is not distant in miles from three major deep-water ports, namely, New Orleans, Gulfport and Mobile.

The white school buildings are of the Spanish Mission type. The well kept grounds are landscaped in keeping with the locale. The land area covered is not large, but sufficient. As to be expected, everything, inside and out, is gleaming with polished cleanliness, and of course, all gear and equipment is stowed in a shipshape manner.

The United States Merchant Marine Cadet School is under the immediate command of Captain H. R. McPhee, USMS, Superintendent. Captain McPhee directs a staff of competent officers and instructors, all qualified through reason of education and actual marine experience.

The number of Cadet-Midshipmen based at Pass Christian is not so large as to preclude individual contact between student and instructor. It is most satisfying to sense, on the part of these officers and instructors, a genuine personal interest in the needs and welfare of the Cadet-Midshipmen. True, the discipline is strict and the routine is exacting. They must be so. Not previously having had contact with a service school, I had anticipated finding a rather cold and forbidding atmosphere. How-

ever, to my surprise and pleasure, I found that a great amount of human understanding prevails at Pass Christian. To me, it seemed that here is displayed a closer interest in the individual student than is the case at many civilian colleges and universities.

It is apparent that the cadet body is a carefully selected group. A group of which any parent might well be glad to have his son a member. The Cadet-Midshipmen are neat in person and dress; they are well mannered and polite. Although infantry drill is not greatly stressed in so far as time consumed, their drilling and marching are done with precision.

Campus facilities are found to be ample—classrooms, laboratories and dormitories. It is tempting to be taken through the “galley” and to see good wholesome food in preparation for several hundred always-hungry young men. Our tour continues through a comfortable lounge for relaxation, a library with filled shelves for study and recreation. A small, but nevertheless adequate and fully equipped hospital is located on the base. It is staffed by medical and dental officers of the United States Public Health Service. The school facilities include a generous sized gymnasium, an outdoor swimming pool and an athletic field.

Of special interest is the Marine Engineering Laboratory containing a complete operating steam plant with oil-fired boilers, reciprocating marine engine, a small steam turbine, and the usual pumps, generators and switchboards, and other auxiliaries commonly found in a ship’s engine-room. Marine Diesel equipment is also included. All of this plant equipment is in full working condition, available for demonstration purposes and actual operation by the cadets. In connection with the Marine Engineering Laboratory, there is an up-to-date machine shop with all facilities for the study of machine shop practice and theory.

It is gratifying to learn that most all of the equipment found in this very practical marine engineering laboratory was acquired at little, and sometimes no cost to the United States Government. Certain items have been loaned by the Navy or commercial shipyards, while some have been procured through surplus purchases at nominal cost. It is evident that the United States Merchant Marine Cadet Corps is receiving full return for each carefully disbursed dollar.

The Academy and the Cadet School are, of course, technical schools and the curriculum is shaped accordingly. However, due regard is given to Liberal Arts subjects in order that the graduates may have a well-rounded college education. The schedule for the beginning, or Fourth Classman year, calls for professional studies such as navigation, seamanship, marine engineering and electricity. Likewise it includes physics, mathematics, history, science and other first-year college subjects in social sciences, natural sciences and humanities. At the time of their appointment, Cadet-Midshipmen are given the option of training as deck officers or engineering officers. The professional studies are planned according to the goal in view, deck or engine-room. However, during the first year both groups, deck and engine-room, study basic nautical science and basic marine engineering. In this way the officer standing his watch on the bridge of a ship will have understanding of the problems of the engineer below. Likewise, the engineer will be conversant with what must be done "top side." In my time at sea, now many years ago, I have been in ships where this mutual understanding between the two departments was not too evident. The plan of study as followed should eliminate this sort of thing among Cadet Corps trained officers.

Between 1929 and 1934, some years before the Cadet Corps came into being, a series of articles appeared in the *Marine Journal*, *The Naval Institute Proceedings* and *The Nautical Gazette*. The articles were written by Mr. Richard R. McNulty, of the Mallory Transport Lines, and C. D. Mallory and Company, a graduate of the Massachusetts Nautical School and the School of Foreign Service of Georgetown University. Mr. McNulty's training and experience was broad; he had served in officer capacity afloat and in executive status ashore. His articles crystallized certain broad objectives providing a firm foundation for the ultimate development of the United States Merchant Marine Cadet Corps:

1. The Merchant Marine officer's career is a profession and must be looked upon as such. Therefore, education for the sea must be conducted on a professional level.
2. Continual effort must be exercised by the government and the shipping industry to raise the professional character of the merchant officer, and sufficient rewards must be attainable in shore-side, operational and Naval Reserve aspects of the profession, if the best youth of this country is to be attracted to the Merchant Marine. These rewards cannot be limited by command at sea. The new merchant officer must be educated so that he may enter naturally the executive and administrative positions which are

available in shipping offices, Government departments and the Foreign service of our country.

3. The best features of foreign merchant marine training programs should be adopted for educating officers for the United States Merchant Marine, and continual study of the methods used by foreign nations should be conducted to this end.
4. The United States Merchant Marine Naval Reserve must be efficiently organized, and a program calling for periods of Naval training should be established similar to the British Royal Naval Reserve. In this way, those merchant officers who qualify in the Naval Reserve could give a maximum of service to the nation's Navy during national emergencies, and their personal prestige would be increased.
5. A Federal Merchant Marine Academy must be established to graduate officers for the Merchant Marine, whose education should be equal to that given to graduates of the long-established Military and Naval Academies at West Point and Annapolis.

The man who set forth and fostered these objectives is now Supervisor of the United States Merchant Marine Cadet Corps, Rear-Admiral Richard R. McNulty, USMS. In all probability, the Admiral does not look upon his present work as a livelihood; it is, to him, the culmination of an ideal. Few of us can be so fortunate.

As we drove beyond the gates of the United States Merchant Marine Cadet School and into the southern night, we heard the melodious station ship's bell sharply strike "Four Bells," immediately followed by the clear notes of a bugle sounding "Taps." We paused for a moment and thought: "Our son is in good hands."

The motto of the United States Merchant Marine Cadet Corps is: "ACTA NON VERBA"—Action Not Words. Our impressions of what we saw and learned can be summarized most briefly:

"WELL DONE, USMMCC!"

AUTHOR'S NOTE:

Competitive examinations for appointment to the United States Merchant Marine Cadet Corps are held in April and November of each year. Information relative to examinations and qualifications necessary for appointment can be had by writing:

Supervisor
United States Merchant Marine Cadet Corps
United States Maritime Commission
Washington 25, D. C.

Data for this article was largely obtained through a tour of the United States Merchant Marine Cadet School, inspection of work done by the Cadet-Midshipmen, and conversations with a number of the Officers and Instructors. The writer is especially indebted to Captain H. R. McPhee, USMS, Superintendent; Lieutenant-Commander K. A. Geary, USMS, Academic Officer; and Lieutenant-Commander W. J. Armstrong, USMS, head of the Department of Engineering. The officially stated Mission, the broad objectives, and certain background material came from a pamphlet: UNITED STATES MERCHANT MARINE CADET CORPS—*A Brief History of its Establishment and Development*, based upon the original research and writings of Lieutenant-Commander Leo B. Guelpa, USMS, Senior Instructor in Physics at Kings Point and Officer Adviser to *Polaris*, the student publication.

T.B.D.

Trailing Rogers' Rangers Through The Firelands

By WALLACE B. WHITE

BENJAMIN FRANKLIN began it all as far back as 1754 when he first needled British and Colonial brass hats of that day with his idea of establishing Fort Sandusky.

However, the military master minds of the Eighteenth Century were too busy with the French to do more than squirm when Editor Franklin, from his Philadelphia sanctum, jabbed them viciously in parts calculated to stimulate mental action. But just as soon as Montcalm surrendered to the forces of General Wolfe, and after Montreal fell to Sir Jeffrey Amherst, the skull-squad on the British General Staff took time out to placate the press. As is not unusual, they managed to fry some of their own fish in the bargain.

Major Robert Rogers, who it will be recalled was a great Indian fighter—some say greater than even the later Daniel Boone or Kit Carson—was at the height of his career. His famous band of Rangers, their raid on St. Francis, their individual exploits and Rogers' own were on the tip of every tongue in Colonial America. He and they were of the stuff from which legends are made. But they were a difficult crew to handle when there was no actual fighting.

In garrison, they had too much fondness for rum and fist fights, and Sir Jeffrey Amherst was very glad of any reasonable excuse to get them out of his sight, regardless of how much he liked and appreciated them. Therefore, he may have heaved a sigh of relief when he had the opportunity to send out an expedition into the howling wilderness of that day to receive the surrender of French frontier forts and to re-garrison them with British and Colonial troops. Rogers was given command of the expedition. It was an honor. He deserved it; but—it was also such a relief at headquarters to have him and his tempestuous crew out among the savage Indians.

In those days the wilderness began to howl long before Fort Niagara and the Falls were reached, and it was howling with lusty, pristine vigor when the party reached Presque Isle, at what is now Erie, Pennsylvania. Fort Pitt was positively the last stop in so far as being in touch with civilization was concerned. Beyond that one jumped into a terra incognita.

No Englishman, not a prisoner of the Indians, had ever set foot in the wilds of what was later northern Ohio. Christopher Gist in his expedition of 1750-51 had traversed the southeastern quarter of the state-to-be, but he had come only about half way from the Ohio River to Lake Erie, and then had gone back east and about his other business. The intrepid wild Irish traders of George Croghan alone had dared to brave the French and trade with Ohio Indians, and sometimes even they did not come back.

This, then, is country which Rogers faced, as wild and remote and dangerous in that day as any South American jungle is in this present age. However, we need not concern ourselves with that earlier portion of his journey which took his expedition to Detroit and Michilimackinac except to note in passing one event.

On the seventh of November, 1760—the expedition had left Montreal by water on the twelfth of September of that year—Rogers was forced by weather to camp at the mouth of a river on the south shore of Lake Erie in what is now northeastern Ohio which he calls the Chogage. Historians usually designate this as the mouth of the Grand River, today, although Rogers' distance from the Cuyahoga (which he calls the Elk) is overestimated by about ten miles. However, Rogers tended to overestimate distances traversed by water and underestimate those travelled overland.

While encamped at the "Chogage" the expedition was met by a party of Indians from Detroit, and here we encounter two somewhat conflicting stories. Rogers, in his concise military report to Brigadier General Monckton of February 14, 1761, says merely that a party of Indians from Detroit was met here and that a council was held. He does not name the Indians present or appear to attach undue significance to the event. Later, in his *Journals*¹ published in 1765, Rogers says that one of the chiefs was

¹ Journals of Major Robert Rogers, London, T. Millan, 1765.

Pontiac. He also gives a harangue alleged to have been made by Pontiac and states that the chief, who claimed sovereignty over the Indians as far west as the Mississippi, actually gave Rogers a pledge of safe conduct while the Ranger was passing through his alleged domain.

George Croghan, who accompanied Rogers as interpreter, smiles discreetly in his notes at this point and insinuates that Rogers told the truth in his report to Monckton.

The facts, doubtless, are that Rogers did not realize the import of his journey in 1760 and 1761, when he made it. But after the Pontiac war, details of the trip took on greater significance, even to the point of being touched up in spots and their color heightened.

December 23rd, 1760, found Rogers back in Detroit and ready to return; and here Editor Franklin's influence asserted itself. Part of Amherst's instructions had been to return, or at least make some part of the journey, by way of Sandusky Bay—and "for goodness sake find out what you can about the feasibility of a Fort Sandusky to keep this persistently buzzing editor from Philadelphia out of our hair."

Ice and weather conditions held Rogers in Detroit a few days, but by January 3rd, 1761, he and his party of some thirty-five Rangers—all that remained of the expedition of around 225 men after garrisons were assigned and other duties taken care of—reached the south shore of Sandusky Bay at a Wyandot village in the vicinity of Little Pickerel Creek.

From this point, Rogers and his party began their overland scouting trip to Fort Pitt (Pittsburgh), the first part of which took them through the historic Firelands.

This area of about half a million acres lies on the south shore of Lake Erie around the mouth of Sandusky Bay. In terms of the present day, it consists of Erie and Huron counties, plus Ruggles township in Ashland county, plus the eastern portion of the Danbury, or Marblehead peninsula in Ottawa county, Ohio. At the time of the War of 1812, all of this was one county, but it has been divided since. Sandusky is the chief city.

It is called the Firelands, not because of any conflagration taking place in Ohio, but because of towns and property burned in Connecticut. During the Revolutionary War, the British in several raids extending over a two and a half year period burned certain towns along the Connecticut coast. At the time that state was asked to give up claims to western lands so that Ohio might be formed as a state (1787). The Nutmeggers held

out for a Western Reserve, to be settled by Connecticuturs. The western half a million acres of this strip was to be used to reimburse those of her citizens who had suffered loss through fire and plundering because of British raids along the coast. This tract was known as the Fire Sufferers Lands, later shortened to Firelands. Rogers, of course, did not know them by that name. He came too early on the Ohio scene to know these later designations.

In retracing the steps of Rogers and his men on their journey through the Firelands, a party of five, consisting of Homer M. Beattie, president of the Firelands Historical Society and a competent surveyor; P. A. Ewell, who acted as photographer; Joan Keller and Jane Ann Esgar, both of whom are students at Bowling Green State University and who acted as models; and the author, started from the landing place of Rogers near Little Pickerel Creek, June 5th, 1949, some 188 years, six months and three days after Rogers and his crew landed there.

The swivel chair work on Rogers' journey had all been done two months before. His bearings had been corrected on the basis of true north and his distances made to coincide with facts. The route was then fitted to the map, taking particular care that creek crossings were correct, for these crossings are just as important in interpreting a trail as road and railroad crossings are in finding one's way along an unfamiliar modern highway.

In the Firelands, as it happens, several river and creek crossings, as well as a narrow corridor between two streams through which Rogers passed, make it possible to check the accuracy of the reconstructed trail at several points.

Thus, with the trail accurately upon the map and the estimated distances of Rogers brought down to actual facts, it was only necessary to run the trail upon the ground. This was why the party just described had assembled at the jumping-off place of Rogers, some 188 years after he started through the Firelands.

Across Sandusky Bay from the point of land on which Rogers found himself on that third day of January, the south end of the portage across the peninsula can be seen plainly. This portage was an important carrying place for Indians coming from Detroit and the western portion of the Great Lakes region. It saved some thirty miles of paddling. Otherwise

one had to paddle east along the north shore of the peninsula for twelve miles, then south around its head for another three to four miles, then west along the south shore another twelve miles to get to a point which is just a trifle over two miles (57 arpents, according to Chaussegros De Lery) by portage overland across the peninsula.

From the south end of this portage, which lies west of Gypsum and south of Port Clinton, one has the choice of two ways across the bay. One may land in the vicinity of Pickerel Creek; where Rogers started overland, or one may land near the mouth of the Sandusky river, some nine miles westward. Both of these crossings are discussed by Chaussegros De Lery² in his journal of expeditions over this ground in 1754-55. He names the Pickerel Creek landing as that of the Riviere du Poisson Dore, and when it is borne in mind that wall-eyed pike are called Dore even today in Canada and that the same fish is called "pickerel" in the Sandusky region, some appreciation of the antiquity of the name Pickerel Creek is gained.

"On the 3rd of January (1761) we travelled SE by E three miles; E by S one mile and a half; SE a mile, thro' a Meadow Crossed by a Small Creek about Six Yards Wide running East . . ." says Rogers in his report to General Monckton. (The punctuation in the quotation has been revised to make reading easier.)

Remembering the tendency of Rogers to underestimate his overland distances, these bearings took us along a scarcely perceptible spur of higher ground (topographical maps will indicate it) through the flat, low savannah plainly described in Fireland Historical Society archives.

Trees dot the plain, today, while drainage ditches and cultivation make it somewhat difficult to reconstruct in the mind's eye the terrain as Rogers must have seen it. In 1761, we should have found no trees in the head-high, tall, waving prairie grass until we crossed the "Meadow" and the creek and came to present-day Castalia, where oak openings, or groves began.

The creek referred to by Rogers is Cold Creek, but today we do not see the same stream he encountered. Some sixty years ago, Cold Creek was made a trout preserve by a club of wealthy men and the old channel was changed radically, having been lengthened and undulated to an ex-

² Joseph Gaspard Chaussegros De Lery, *Journals of, Harrisburg, Pennsylvania Historical Commission*, 1940.

tent such that we had to go back to old survey notes and maps to discover where the creek actually flowed in pioneer days.

This was an important step in checking the trail, since at only one point in former days did the creek flow east for enough of its course to have led Rogers to designate its direction as "east."

Rising in the vicinity of Castalia, Cold Creek formerly flowed in a southwesterly direction, then turned abruptly and ran generally northeast to Sandusky Bay. It was at the point of this abrupt turn that the stream formerly ran east for a brief distance, and this point coincides with his trail as indicated in his report.

As platted, this trail took Rogers through the site of present-day Castalia, but some distance south of the Blue Hole, which it is doubtful that he ever saw.

Another reason for making this statement, aside from the fact that Rogers passed to the south of the Blue Hole, lies in testimony to be found in the archives of the Firelands Historical Society. In papers gathered by the society, pioneers of the region state that the present Blue Hole was formed about 1820-21, when back pressure developed in underground waters, resulting from mill dams built on Little Cold Creek, caused subterranean streams to burst forth. A description of how the swirling underground waters dug out the Blue Hole is also to be found here. There are at least three known "Blue Holes" in the general area, and there may be more not yet recorded.

The Castalia Blue Hole is an oval, crater-like pool having an outflow of about 7,519 gallons per minute. The water has such a low, dissolved oxygen content that fish will not live in it until a flow of several yards has aerated it. They die in the pool as rapidly as they might on dry land, but the streams leading from the pool have trout aplenty as soon as the water has run far enough to dissolve sufficient oxygen.

In dimensions, the Blue Hole is about seventy-five feet across and about forty feet in depth. The water is almost crystal clear and maintains a temperature of about 50 degrees Fahrenheit, winter and summer, as does the water of springs in the entire area, which extends as far west as Vickery, seven airline miles away in Sandusky county.

Roughly, the area supplied by these underground waters is about 100 square miles in extent. The same streams, or ones like them, are en-

countered as far south as Bellevue and Seneca Caverns. From here, and extending north toward the lake, underground streams are likely to be encountered in a strip of territory between nine and ten miles wide. Some of the streams probably empty into the bay through underground channels.

In 1754, when Chaussegros De Lery visited this general area, he referred to these springs, which keep changing location over a period of years, as warm springs, because he visited them in winter when their constant temperature of 50 degrees made them appear warm.

It is a matter of record that Cold Creek, which is fed by these springs, never freezes—except for a thin scum of ice in unusually cold winters. For this reason, pioneer flour mills, run by water power, were highly successful along Cold Creek, since they could run all winter, whereas less favored competitors on streams which froze had to lay up during very cold weather.

The color of the water in the Blue Hole, which is of the blueness resembling the bluing water in which old fashioned mothers formerly soaked their white clothes to make them whiter, is caused by algae, of which some twenty-three types have been identified. Many of these kinds of algae are also found in water in Logan County, about 100 miles to the southwest. This has led some geologists to suspect that Logan County might be at least one source of the underground waters found in the Castalia area.

Logan county is much higher than Erie county, Hogue's Hill having an elevation of about 1,550 feet, while Castalia, in Erie county, is only 650 feet above sea level. This may account for the fact that in both Erie and Sandusky counties, between Castalia and Vickery, artesian wells have been known to spout water to the height of more than four feet. This point should be recalled in connection with a spring recorded by Rogers, which he next reached.

After crossing Cold Creek, Rogers finished his mile; then: "... travelled SE by E one Mile, pass'd two Indian houses; SE about three quarters of a Mile and came to a Small Indian Town of about ten Houses. There is a very remarkable fine Spring at this place rising out of a Side of a Small Hill, with such force that it Boils above the Ground in a Column three feet high; I imagine it Discharges twenty Hogsheads of Water in a Minute. . ."

The spring which Rogers here describes must have been near what is now Weyers Station and Sand Hill. The distance is right, both for his crossing of Cold Creek and, later, Seymour Creek. Today, no such spectacular fountain will be found in this vicinity; however, there is a remarkably fine spring on the old Weyers farm at about the base of Sand Hill. There is some evidence to show that an older spring, perhaps the same one, flowed from the hillside.

The present spring has a constant flow of water resembling the subterranean waters in mineral content. Its volume exceeds three inches. The site is just at the eastern edge of the rock formation which characterizes the area and gives rise to the various springs and Blue Holes.

The countryside about Sand Hill is filled with historical interest. Here Rogers picked up the old Couchake Indian trail described by Chaussegros De Lery in 1755, and later mapped by Captain Thomas Hutchins when he visited old Fort Sandusky in 1762.

The Indian town which Rogers saw may have been the same marked "Wyandot Town" on the map of Hutchins, published in 1764. Indian village sites are frequent in this area and to make an identification of any one of them without more data than now exist would be unwarranted. An Indian town called Junundat by Ensign T. C. Pauli (or Pully), who was commandant of Fort Sandusky at the time of its destruction in 1763, was located near Sand Hill. Pauli describes it as four miles south of Fort Sandusky, and Colonel Henry Bouquet places it on the trail leading back to Fort Pitt. However, since Rogers gives us no further description of the town, it cannot be said with certainty that the Junundat of Pauli and Bouquet was the village visited by the Ranger.

From Sand Hill, south, Rogers appears to have followed the Couchake trail. He says: "SSE three miles, South two miles; Crossed a brook about five yards Wide Running East South East. . ."

This brook was Seymour Run and the trail crossed it about half to three quarters of a mile west of present Highway 99, which follows the old trail as closely as can be expected from Venice, the site of old Fort Sandusky, to modern Monroeville.

(To be continued)

These Lampreys*

By I. S. H. METCALF

BETWEEN FOUR AND FIVE million years ago, "when the world was new and all," there flourished in the waters of the earth some curious armor-plated fishes. These denizens of the Ordovician and Silurian times were generally shovel-nosed, with massive head armor and jawless mouths. Presumably they were sluggish creatures which spent much of the time on the bottom, stirring up the primeval mud with their primeval snouts and filtering from it the microscopic organisms which made up their food. These Ostracoderms, as they are called by paleontologists, are all gone now, of course, but some of them left fossil remains from which zoologists today like to reconstruct ancient natural history.

Possibly these creatures might be considered distant ancestors of ours; certainly they are long-dead cousins, since, like ourselves, they possessed axial skeletons of bone and cartilage.

Today, the closest living relatives of the Ostracoderms have few of the characteristics of their ancient kin except that they have no jaws, and possess no paired arm or leg fins. Instead of straining their food passively from bottom ooze they are animals of prey, leading rather unpleasant nightmarish lives and making existence miserable for valuable fishes which have progressed somewhat further along the evolutionary ladder.

The jawless, finless relatives of these fossil Ostracoderms are represented today by the Cyclostomes, or hagfishes and lampreys. These curious creatures are ectoparasites; that is to say, they attack their underwater prey like marine vampires, and suck their blood and body fluids. The hagfishes, pigs that they are, not only put their faces in the trough but their bodies as well, as it were. They burrow inside their

* Because of the interest in this Subject we are printing another account of lampreys which appeared in the *Cleveland Plain Dealer*. See this issue page 53. The Editor.

prey, reducing the hapless victims to scaly bags of bones, wriggling out of the dead or dying host when the fishy meal is finished.

The lampreys have little better manners. They remain attached to the outside of the fish, rasping away the skin and living on the slime which the fish exudes in the effort to protect itself, or else on the blood which escapes. When the lamprey lets go it leaves a raw sore which exposes the fish to a number of parasites which may further weaken the wounded animal so that it dies if the lamprey has not already killed it.

Lampreys vary in size from several feet for the large marine forms to small fellows no bigger than a fountain pen. Many of them look like pieces of rubber hose, slightly flattened at one end, and obliquely truncated at the other. The front end has a characteristic cup-shaped mouth which makes a very efficient sucker, especially under water. This sucker is lined with horny, pointed teeth, and even the tongue, the tip of which may be protruded through the center of this oral funnel, may have teeth on it. The tongue, in addition to acting like a rasp, serves as a powerful piston so that by using the pharynx of the lamprey as a cylinder it can exert a strong pull on the body of the victim, or, incidentally, on a stone to which the lamprey may attach itself while resting.

Presumably lampreys smell their victims in the water, for they have a rather elaborate nasal apparatus which connects to the outside through a pore, or nostril on top of the head. The animals do have eyes,—two perfectly good ones on the sides of the head, and a third, though imperfectly formed, lies on top of the head behind the nostril.

The lamprey's breathing apparatus is interesting. Like a real fish, the animal possesses gills and gill slits, although the latter are more like internal pouches than slits. Regular fishes breathe by pumping water in through their mouths, and directing it backward and sideways through the gill slits and over the blood-red gills. Since the lamprey spends so much of its time holding onto its food, or onto a stone with its mouth, this system would not work very well. Instead, the muscular walls of the pouches in which the gills are located, contract and expand rhythmically so that water is puffed in and out of the gill openings. The openings are easily observed, looking very much like a row of some seven circular portholes along the sides of the head, behind the eyes.

The entire eel-like body of a lamprey is covered with a naked, rubbery skin which is capable of secreting quantities of slime. The somewhat flattened rear end makes a very efficient tail for swimming. A long dorsal fin helps in locomotion.

Although it is only recently that lampreys of the Great Lakes have received much publicity, two kinds are mentioned in the *Report of the Geological Survey of Ohio*, published in 1882. David Jordan, in that publication comments upon the nesting habits of some forms, telling of the creatures' collecting small stones with their mouths and fashioning circular nests. He does not commit himself on the nesting habits of the two Ohio species, however. He states that the silver lamprey is quite common in the Great Lakes. It ascends small streams to spawn in the spring, and reaches a length of about a foot when mature.

Although certain marine lampreys are used as food, the fresh water forms are mostly too small to be useful, and, as we have said, constitute a hazard to useful fishes. The report of large marine lampreys having worked their way into the lakes is a disturbing one, since many of our large food fishes are destroyed by it. An animal of fairly constant diameter, with the agility of a serpent and a parasitic habit cannot be netted easily, and offers a real problem to the conservationist.

From the point of view of the zoologist, these naked representatives of a bone-encased fossil race offer an interesting case of degenerate change and intense specialization for the kind of life they lead. Interesting too, is the idea of another marine form undergoing the physiological changes to make life in fresh water a success.



HARRY C. KENDALL, 1866-1950. Photograph by courtesy of Mrs. H. C. Kendall.



STEAMER *Hemseffill* from Norway, at Toronto, 1948.
 Photograph by Dorice E. Loveland. (See page 53.)



STEAMER *Teakbay* locking through Galops lock, 1948. Hand cranks shown at left.
 Photograph by Dorice E. Loveland. (See page 53.)



ST. MARY'S FALLS CANAL showing vessels, down bound, entering Poe Lock.
 Photograph by courtesy of Fred W. Dutton.



RUINS OF FORT ST. JOSEPH built in 1796 on St. Joseph Island, District of Algoma.
 Photograph by Richard Harrington.



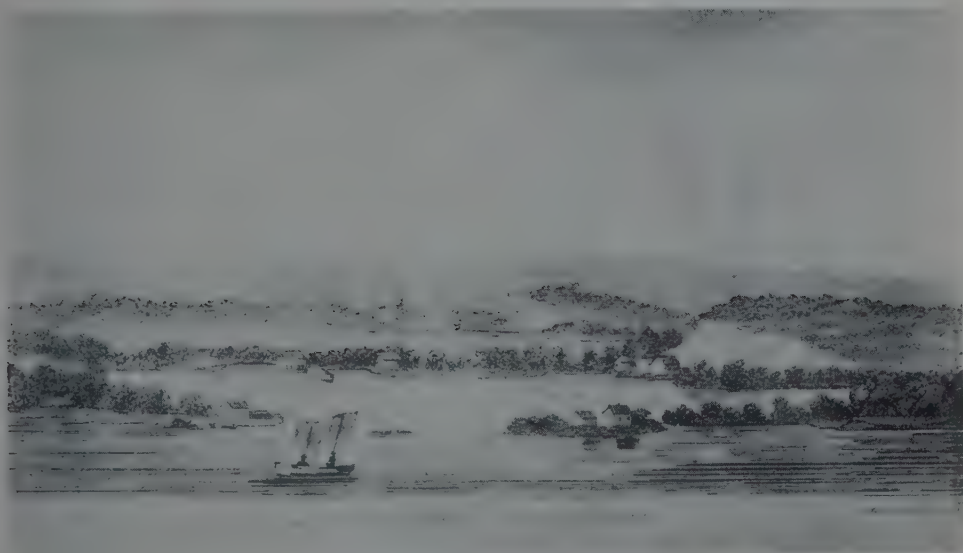
THE *Lindsay*, Sherwin-Williams Company ship. (See page 57.)



SCHOONER *Eliza Logan*, 1861 at Chicago. Photograph by courtesy of Helen A. Pardee.



THE MARINER'S CHURCH OF DETROIT. (See page 37.)



COPPER HARBOR, Michigan, from an old print.



A PRINT from an old negative taken by Rev. Harry Cooke (son of Jay Cooke) and found on Gibralter Island. The middle boat is *Granfell of Cleveland*.
Dr. T. H. Langlois of Put-in-Bay, who sent it, thinks this may show Duluth about 1886.



THE *See and Bee* at Mackinac Island. Photograph by Tom Alexander.
(See page 43.)



THE *Plymouth* ashore in a northwest gale at Marquette in the late 80's.
Photograph by courtesy of R. A. Brotherton.



The Centennial of Mariners' Church¹

By DOROTHY B. MARTIN



Full many an old-time mansion
Has crumbled like the sands,
But deep in the heart of the city
The Mariners' Church still stands.

Its time-marked walks have witnessed
The dignity of tears,
Of reverence and worship
Through a century of years.

Men came from far-flung corners,
From ships that plied the Lakes
And sailed the winding river
With white foam in their wakes.

In gratitude for voyage
That brought them safe return,
They knelt by lighted candles
That on the altar burn.

The full-rigged ships no longer
Whiten the inland seas;
The wind and wave know only
The silent ghosts of these.

Yet still the church stands sturdy
Against the threat of time,
And still the old pipe organ
Pours out its crystal chime.

A haven for the weary,
The hungry and the poor—
The light that burned a hundred years
Still guides them to her door.

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1. "Old Mariners," says Dr. M. M. Quaife, Detroit's distinguished historian, "occupies a large place in the heart of Detroit." This is evidenced in these verses written by Dr. Quaife's daughter in honor of the old church's Centennial Celebration. This took place on December 23, 1949, when a bronze plaque reproducing the official certificate of the Historic American Buildings Survey was dedicated as the gift of Detroit patriotic societies. Mrs. Martin's poem was published in an illustrated pamphlet recording the history of the church, its rectors, memorial gifts and the program of the Celebration.

Horace Greeley on Lake Superior in 1848

By MENTOR L. WILLIAMS

WHEN HORACE GREELEY first visited the upper lakes in June, 1847, he was killing two birds with one stone: he was representing New York City at the great internal improvements convention at Chicago (July 5-7), and he was inspecting, as stockholder and director, his copper company holdings at Eagle Harbor on Lake Superior. Unsatisfactory reports on the condition of the mine made it imperative that he return to Eagle Harbor to analyze the situation. This second trip to Lake Superior was made in August and September, 1848; it afforded him an opportunity to see the north country under different circumstances. As was usual with traveling editors, he prepared an account of his adventures for publication in the September 2 and 23 (1848) issues of the *New York Weekly Tribune*.

Aside from the "blackened ruins of part of Albany," Greeley found nothing new in the journey from New York to Buffalo. At Buffalo, however, he was faced with an unusual complication; there was no boat to Detroit for thirty-six hours! With characteristic rejection of inactivity, the hustling editor boarded the "well-officered" *Saratoga* which was leaving at once for Sandusky, Ohio, a trip of twenty-one hours including stops at Erie and Cleveland. At Sandusky he took the *General Scott* to Detroit. This part of the journey required seven hours. Detroit, he noted, was growing, but not as fast as Buffalo or the ports on Lake Michigan (Chicago and Milwaukee.) "The chief architect of her [Detroit's] prosperity" was the Central Railroad. "The magnificent quay, depots, etc. which were but commenced when I was here last year, are now nearly completed . . . Lying in the direct route from Galena and Chicago to the Atlantic, and constructed at a moderate cost, this is destined to prove one of the most productive roads in the Union." Since 1847 Greeley's thoughts had been steadily veering toward railroads as the future form of transportation.

Politics were at fever pitch when Greeley was in Detroit; the 1848 campaign (Taylor, Cass, Van Buren) was especially venomous in the lake states where the Free Soilers were expected to cut heavily into the Whig ranks. As editor of a powerful Whig paper, Greeley had to pontificate on the situation in the Northwest: "if all the opposition could be united on one ticket, Cass would be beaten [in Michigan]; as it is, he may prevail over General Taylor by a small majority. [Cass did defeat Taylor in Michigan.] Wisconsin, it is generally believed will vote for Van Buren; will, at least, if the Taylor men choose to let it. Illinois is yet to be struggled for, though General Cass has a long start there." [Cass won both states.]

Cutting politics short, the *Tribune* editor exclaimed: "The skies are bright, the atmosphere exhilarating, the breezes whisper health and strength—Adieu!" The passage from Detroit to the Sault was made on the *Detroit*, a fast lake steamer. From Sault St. Marie, on August 24th, he wrote that it was impossible to say anything new about the Detroit River, Lake St. Clair, Thunder Bay Island, Presque Isle, Bois Blanc, Mackinac, or The Grand Detour "to that universal traveler, the public. The whole is as trite now as Detroit was ten or Buffalo twenty years ago; and the traveler who would be listened to must be able to discourse freely and glibly of the St. Croix, Leech Lake, Lake of the Woods, and the Red River of the North."

Greeley thought seriously of making the trip to La Pointe, the spot at which the annual payments by the federal government to the Indians were made. It was a colorful and noteworthy ceremony and "some new species of the genuine, uncontaminated Indian" were to make their first appearance there in 1848. Greeley put aside the temptation to witness the fete, not without getting in some digs at officialdom in Washington. The government's goods and the Indian trader's goods were on the Sault docks awaiting shipment to La Pointe, but the government paymaster and cash had not yet arrived. For this reason the payment would have to be postponed until later in September. Incensed at this careless indifference to the Indians' needs, Greeley complained that "many Indians have arrived and more are accumulating there, consuming their slender stocks of food, wasting the best portions of the year, and contracting bad associations and habits. All this is very wrong and the Government is the wrong-doer." Many of the Indians, he said, came five or six hun-

dred miles, waited for two or three weeks to get five to seven dollars worth of goods and finery. In all likelihood the clothing worn out in the two journeys was worth more than all they received from the government "to say nothing of the drunkenness they learn, the labors they neglect, and the prejudices against Christianity they cannot fail to imbibe."

Greeley sketched a plan by which the Indians, whom we were morally bound to pay, would be paid at convenient times, at localities nearer their own homes, in useful goods (plows, anvils, etc.). Under the existing plan of payment such goods could not be packed through five hundred miles of wilderness, and the Indian fell easy prey to traders, speculators, whiskey-dealers at the expense of his rights, morals, and comfort. Change the system forthwith. "Let us have no more of these cruel delays." In Greeley's complaints we see the beginning of the awakening of the American conscience toward the Indian's plight; in thirty years it was to swell to a full chorus of indignation.

Having voiced his disgust at Democratic mismanagement of Indian affairs, the Whig reformer launched into a panegyric on the beauties of the St. Mary's river: "the Hudson comes not near it, and I doubt that the Rhine or the St. Lawrence can surpass it." Unfortunately, the fashionable tourists usually, after the manner of tourists everywhere, refused to take the extra six or ten hours necessary for the trip from Mackinac, and only "copper-diggers, explorers, Indians, and Indian traders—people utterly unknown in Bond Street and unpresentable about Union Square" ever saw this beauty spot. There was, he admitted, a notable exception: Professor Louis Agassiz and his scientific party had just gone down the River, having "ascertained facts of highest interest to the scientific world."

The mines, Greeley wrote from Eagle Harbor, September 1st, had failed to live up to the expectations of 1847. Copper Harbor was in the doldrums; Eagle Harbor was even more so. At the latter place a pier had finally been erected through the enterprise of a local citizen, Edward Taylor. Now cargo could be loaded and unloaded without the aid of lighters, and cattle landed without injury "from the necessary barbarism of heaving them off into the icy lake and swimming them ashore." He had had to do that with his own oxen in 1847. The iciness of the water he tested on August 29th—he was driven from his plunge as if by "a legion of infuriated hornets."

For copper speculators Greeley had words of warning and wisdom: "The folly of expecting to realize [profit] without large outlay, scientific direction, and economic management is pretty thoroughly dispelled by this time; the chance of profiting by mere issue and sale of Scrip is wholly over." Most of the companies which survive, he declared, are "working moderately or only holding on until they can effect new arrangements or otherwise increase their resources; while a few are steadily extending their operations and, repelling the idea of speculation, are completing their plans and perfecting their arrangements for working their mines as a regular business."

Greeley's letter of September 2nd, "A Gale on Lake Superior," was a vigorous piece of propaganda for more appropriations for harbors—a subject uppermost in his mind the year before. It began:

The facts I am about to narrate may seem unimportant or trivial to those who forgot that a large portion of our vast Internal Commerce is daily exposed to destruction and those employed in it to death for want of proper Harbors, Piers, Breakwaters, etc. Those who remember how all appropriations for such works have been defeated under the present Administration, once by direct and at other times by the indirect action of the President, may regard the matter differently.

The "facts" were that the *Propeller*, returning from La Pointe where it had delivered the government's goods for the Indian payment, put into Eagle River at dusk the evening of August 30th. The captain anchored preparatory to taking on a cargo of Cliff Mine copper the next morning. About midnight a squall and violent rain came up, followed by a severe gale from the west south-west. Greeley's account is graphically newsworthy:


At six in the morning I was startled by an invitation to "get up and see the *Propeller* go ashore." Obeying the injunction without fully crediting the prediction, I found the matter looking somewhat serious. The wind was high and rising, blowing square down the coast; the sea was making rapidly, and already too violent for small boats; the *Propeller* (an overgrown canal-boat with a teakettle and auger by way of boiler and engine) was rolling and pitching so that no steerage-way could be got on her, her wheel being half the time out of the water; and while it must be extremely hazardous to attempt to raise a sail, slip her anchors and get out into the open Lake, it was by no means certain that she could stay where she was. On the contrary, she was said to have gone astern since daybreak, and before 9 A. M. she lost more than half her length by actual observation, with regard to the accuracy of which there could be no mistake. So we measured as we could the distance from her stern to the breakers east—perhaps twenty to thirty rods—disputed whether she was or was not being gradually driven in shore by the waves breaking on her bow, and

speculated on the probable effect of the wind working into the north-west or north, and so driving her still farther in, when she was already too close for safety. And this, with occasional observations to determine whether her anchors held or dragged, and the satisfaction of seeing that they did not, wore out the day—cloudy, squally, windy, with occasional drizzle—and the night closed in bleak and howling with no prospect of a change.

The night continued squally, but the wind sensibly abated, and by morning even the sea, though still angry, was subsiding. Our good craft lay just where she had since nine of the last morning, and no longer rocked so as to be unmanageable. Her flag fluttered at masthead signifying that she was going out, and all we weary watchers took small boats and went off to her. All who were in the bow were thoroughly drenched, the weather quite unlike dog days, the water like nothing south of Baffin's Bay but Lake Superior.

This incident occurred at Eagle River, a landing where a \$400,000 yearly commerce was being accommodated. There was no harbor, although Greeley contended that a few thousands would easily make one. The makeshift pier built by the Cliff Mine was practically demolished by the storm; it had never been approachable by a steamboat—only scows could load from it which, in turn, loaded the steamers. The harbor at Eagle Harbor was equally hazardous, complained Greeley; a mere \$2,000 would make its channel safe either at night or in a gale. Copper Harbor was similarly difficult to enter during a storm. "Even at the Sault," Greeley declared, "there is no pier which a vessel may approach and unload at; no security against being driven over the Falls but such as rocky anchorage may furnish." How, he challenged, can the federal government have the audacity to charge double or quadruple prices for mineral lands (from \$2.50 to \$5.00 per acre) and refuse to make them accessible by proper harbor facilities?

This was Greeley's last trip to the northern lake country during the exciting years leading up to the Civil War. The experiences he acquired, the factual knowledge he stored up, and the understanding he developed through these western tours made him more effectual as the "Apostle of the West" than ever. He had begun to cry "the West is your place" as early as 1837 and 1838 in the *New Yorker*. In the *Tribune* he continued to express the philosophy of the West, and no phrase had greater vogue than "Go west, young man, go west." No wonder his following was numberless; no wonder Emerson could write Carlyle from Minneapolis in 1856: "Greeley does the thinking for the whole West at \$2 per year for his paper."



Recollections of the Great Lakes

1874-1944

By LAUCHLEN P. MORRISON

PART V



GREAT EXCURSION TYPE OF PASSENGER BOAT

THERE WAS YET another type of passenger boat on the lakes. This was the great excursion type, designed by naval architect Frank Kirby. Most of these ships, if not all, were built for the Detroit, Cleveland, and Buffalo traffic. Leaving these cities at quite a late hour each night they had their passengers in the terminal port the following morning. These were monster ships with acres of deck room, yet were well fitted with sleeping accommodations. The idea was that a business man could spend his evening at home, go aboard, to bed and wake up next morning after a very refreshing sleep, at his point of business. One of the ships was truly a marvel. She was some 550 feet long and 105 to 115 foot beam, with four decks above her main deck. One of her duties was to run evening parties from Detroit out into Lake Huron, turn around and return. There was plenty of dancing and perhaps some romancing, before getting back to Detroit. Coming up the river in the dark of the evening it resembled a city block of skyscrapers afloat. The lights were ablaze, bands playing and the boat's whistle blowing every few minutes to salute the different communities along the St. Clair river. This ship was taken over and converted into an airplane carrier and trainer. A long overhang was built both fore and aft and the result was about as weird a craft as ever floated. She did war duty in the lower end of Lake Michigan; her name was the *Seeandbee*¹ (C & B).

1. The *Seeandbee* was converted to an aircraft carrier, named the *Wolverine*, in World War II, and was scrapped after the war. (See INLAND SEAS, vol. 4, 1948, p. 56.)

There were other passenger ships on the lakes, a number running out of Chicago. One of them, the *Eastland*, turned over in the Chicago River with a large number of excursion passengers aboard, a great many of whom were drowned.

FROM SAILING SHIP TO BULK FREIGHTER

The sailing ship of the Great Lakes reached the peak of her story and usefulness in the early eighties, nineties, 1892 to 1896. The majority of these ships were three masted schooners. Many of them were square rigged on the fore mast, some with a single yard and triangular topsails from yard arm end to top of topmast, but many were fully rigged forward—topsails, some double topsails, top gallant sails and royals. When all sails were set they looked like a cloud of canvas as they passed my post of observation, fully prepared for the time they would be cast loose from the conveying tug at the lower end of Lake Huron.

Increasing needs of additional tonnage and more regular time of delivery were beginning to be felt acutely. Also, the application of newer and better methods of making steel plates and shapes led to the introduction of steel hull bulk carriers, and in 1887 the first steel bulk ore carrier was launched and placed in commission. That carrier pronounced the doom of the sailing vessel. The lake yards instituted a building program for new ships, many of them every year, of a constantly increasing size. So quickly did demands change that many of the first built steel ships were outmoded even before they left the builders' hands. Many small ship lines were started and the ships were often very handsome and very seaworthy. However, constantly increasing wages to the crews from masters to mess boys, made these little vessels unprofitable and they disappeared. Many went down to salt water coastal trade where wages and upkeep were less expensive. Even the names of these lines have disappeared from the records of the early registers.

The Erie railroad had a line. I do not remember their names except the *Cayuga* which was sunk in the Straits of Mackinac. The failure to raise this ship was one of the few failures of Captain Jim Reid, the wrecker. Another little line of ships included the *Norman*, *Briton* and *Saxon*, nice little boats that could carry perhaps 2000 to 2500 tons. Another line had ships of about the same size named the *North Wind*, *North Star* and *North Sea*.

Even the present line of the Cleveland Cliffs had some of these small ships, the *Pioneer* being of this class. Ships that did not pay dividends did not last long in the game of dog-eat-dog of those hectic days. Ships increased in size each year and the first big ship, called the *Augustus B. Wolvin*, made her appearance. By this time, the kind of ship most suitable for the various kinds of bulk tonnage was pretty well established and the lake freighter which was developed was a unique type found nowhere else in the records of shipping. Every year this particular pattern is followed more closely so that a man who is in any way acquainted with lake shipping can spot one of the vessels no matter where it is seen. I remember once when crossing part of the Gulf of Mexico, that we sighted a ship and a tow some six to ten miles away. I was the only one on our ship who could identify that type of vessel, which quite surprised the captain.

While the foregoing discussion has been confined to steel ships, the wooden ship was not altogether forgotten during this period. Captain Davison had a large yard on the shore of Saginaw Bay where some comparatively large wooden ships were built. Some ships from 350 to 400 feet long were of a generous beam and carried well paying loads. They were extremely seaworthy when new but developed weaknesses in their later years.

I came down through Lake Huron one trip on the *Thomas Crannage*, one of this fleet. Standing on the bridge forward I could see the stern weaving from five to six feet to either side of the center line. I spoke to the captain about it. "It's all right," he said. "They are built like a bamboo fishing rod, made good and supple." I do not bring to mind a single one of these vessels at present in service on the Great Lakes. The last two or three years have brought forth a ship in which much more attention has been paid to looks. Some of the leaner spots have been fattened out and more attention paid to proportion. The result is a bulky, masterful looking ship, one that would draw attention in any port of the world.

Truly we have come a long way from the schooner *Aurora* to the last production of the Pickands-Mather company!

CAPTAINS OF CORUNNA

I do not choose Corunna as any exceptional rendezvous of the lake captains, but it represents cross section of the sailor population of many

if not all of the river villages strung along the St. Clair river and the extended shore lines of the Great Lakes.

St. Clair, Algonac, Marine City, Courtright, Sombra and Port Lambton are all within the range of my personal observation and were of like character. Establishing their homes along the banks of the river made it possible for the men to see and hear their loved ones twice in each round trip. At least they could both see and hear their families in the day time; at night, they could only hear them. At a certain point above or below their homes they would blow a prearranged series of blasts on the steam boat whistle and the whole family would arise if in bed so that each in turn could shout greetings to the parent, brother or son. This was in many cases the only contact during the whole season of navigation and was a privilege not limited to the officers of the ship, as steersmen, deckhands and firemen were called and advised of the approach to their homes.

The captains of Corunna and elsewhere were all men who had served their time before the masts. There were none who had crawled through the cabin window, that is, sailors who had a pull through being relatives or friends of the management. They all started before the mast, undue advancement being frowned upon by the bulk of the older officers. Though no seniority rights were established, the advancement of a sailor was strictly followed and the worthy if capable man was always promoted to the vacancy.

As stated earlier in these memoirs, the village was more or less deserted in the summertime, or rather during the season of navigation, but when the season closed things surely pepped up.

(To be continued)

Marine Intelligence of Other Days

RECOVER HULL OF FIRST STEAMSHIP ON LAKE SUPERIOR

At Bottom of St. Mary's River since 1853

Sault Ste. Marie, Mich., June 24—(Special.)—The early days of lake shipping were recalled here today when the upper portion of the hull of the historic steamer *Independence*, first steamship on Lake Superior, was removed from the St. Mary's river bottom with dynamite.

Built in Chicago in 1845, she was brought to the Sault in the fall of that year for the shipping trade on Lake Superior. She was wrecked on Nov. 22, 1853, when her boiler blew up above the St. Mary's rapids at Vidal shoals.

During the eighty-two years she has rested on the bottom of the river the hull sank lower and lower into the river bed until it was entirely covered.

It was the first salvage operation on the steamer since divers in 1892 brought up pieces of wood from her hull from which were made all sorts of souvenirs for exhibition at the Chicago World's Fair in 1893. When the *Independence* steamed up Lake Michigan from Chicago in 1845, she carried as cargo the complete equipment necessary to transport it around the St. Mary's rapids. She arrived here ten years before the opening of the first state lock of the St. Mary's Falls canal and it was necessary to drag the steamer over the old river portage to the upper St. Mary's river.

For seven weeks teams of oxen labored at the job of moving the steamer on huge rollers over the portage, a distance of more than half a mile.

Her first trip on Lake Superior was to Fort Wilkins, now known as Copper Harbor. She later made trips to Eagle Harbor.

Four men were killed when the *Independence* blew up. The story is well known here of the "man who never smiled." He was Amos Stiles, one of the survivors. He clung to a bale of hay and "shot" the St. Mary's rapids, in those days a raging torrent, before compensation gates and dams cut off much of its flow. Stiles was saved at the foot of the rapids and later became a watchman on the St. Mary's Falls canal. It is

said the shock was so great the nerves of his face were paralyzed and to his death he never smiled.

Bits of oak planking, copper plate and pipe fitting and hand wrought rungs were salvaged. They are the prized possessions of the Duluth Superior Dredging company, operating at Vidal Shoals for the last 10 years.

—*Chicago Sunday Tribune*, June 25, 1933.

—C. H. Yates, Muskegon, Mich.

A CURE FOR SEASICKNESS

The steamer *Bessemer* with the swinging salon designed to obviate seasickness behaved admirably on its trial trip between England and France, attaining a speed of 16 miles an hour against a headwind. It has, therefore, achieved undying renown. The mighty procession of travelers of all nations and tongues will lounge upon the sofas and divans of the swinging cabin, free from seasickness, referring to the inventor as blessed.

Cleveland Leader, January 26, 1875.

LIST OF CRAFT OWNED ON LAKE MICHIGAN*

As compiled by the *Milwaukee Sentinel*

September 20, 1847

CHICAGO

Propeller *A. Rossiter* 200 tons. [Wrecked on Lake Michigan 1855.]

Propeller *Lady of the Lake* 326 tons. [Lost 1859.]

Brig *Ellen Parker* 332 tons. Went ashore at Buffalo.

Brig *S. F. Gale* 266 tons. [Sank Lake Erie 1876.]

* This list published in 1847 varies frequently from data given in Mansfield's *History of the Great Lakes* but it was decided to let it stand on its own record for the period. Additional information by R. G. Plumb, is bracketed. See also his article in *INLAND SEAS* vol. 5, pp. 67-75, Summer 1949.

—THE EDITOR.

- Schooner *W. G. Buckner* 107 tons. [Lost on Lake Michigan 1848.]
- " *Henry Norton* 151 tons. [Wrecked Pilot Island 1863.]
- " *Maria* 194 tons.
- " *Minnesota* 181 tons.
- " *Ottawa* 153 tons.
- " *Vermont* 124 tons. [Lost at Grand Haven 1855.]
- " *Tribune* 276 tons. [Foundered Lake Michigan 1848. 10 lives lost.]
- " *Hilliard* 175 tons. [Wrecked Death's Door 1856.]
- " *Buena Vista* 172 tons. [Wrecked Lake Michigan 1875.]
- " *A. Wilcox* 130 tons. [Wrecked Lake Michigan 1853. 2 lives lost.]
- " *Charles Walker* 164 tons. [Dismantled.]
- " *Whig* 97 tons. [Dismantled.]
- " *Margaret Mary* 89 tons. [Wrecked Lake Michigan 1854.]
- " *Samuel Hale* 293 tons. [Built at Southport.]
- " *J. C. Spencer* 86 tons. [Dismantled.]
- " *J. C. Davis* 97 tons. [Capsized off Grand Haven 1868.]
- " *J. R. Huginin* 65 tons.
- " *Henry Clay* 59 tons. [Lost off Ashtabula 1851.]
- " *E. Brown* 50 tons.
- " *Ark* 50 tons.
- " *Western Trader* 53 tons.

Scow *John Lillie* 96 tons. [Wrecked off Grand Haven 1870.]

MILWAUKEE

Flat Bottom Steamboat *Trowbridge* 49 tons. [Condemned.]

Schooner *H. Merrill* 25 tons.

" *Mary Ann Duffie* 50 tons.

" *Lawrence* 288 tons.

" *Gallinipper* 142 tons. [Lost Lake Michigan 1851.]

" *Pilot* 60 tons. [Sunk off Chicago 1857.]

" *L. R. Rockwell* 115 tons. [Wrecked off Muskegon 1855.]

Schooner *E. Cramer* 160 tons.

" *Mary Bonesteel* 105 tons.

" *Henry Clay* 59 tons. [Lost off Ashtabula 1851.] [Appears also under Southport.—Editor.]

" *A. J. Vieau* 50 tons. [Dismantled.]

" *John Davis* 105 tons. [Dismantled.]

" *Jessie Smith* 120 tons. [Wrecked Lake Michigan 1848.]

" *T. Crook* 50 tons.

" *Ironsides* 50 tons.

" *Joseph Ward* 216 tons. [Dismantled.]

" *M. Dousman* 137 tons. [Sunk off Dunkirk 1852.]

" *A. C. Mitchell* 51 tons.

" *Juniata Patten* 260 tons.

" *Manitowoc* 75 tons.

" *Traveler* 79 tons.

" *Ben Barton* 160 tons.

" *E. Henderson* 105 tons. [Lost off Waukegan 1861.]

" *Liberty* 105 tons.

" *E. Ward* 80 tons. [Capsized Lake Michigan 1870.]

" *J. G. Fleming* 85 tons.

Sloop *Ranger* 80 tons.

Brig *Helfenstein* 330 tons. [Stranded Clay Banks 1871.]

Brig *Champion* 210 tons.

RACINE

Brig *W. T. Richmond* 225 tons. [Dismantled.]

Schooner *Col. Benton* 209 tons.

" *Diamond* 67 tons. [First boat built at Racine.]

" *Bolivar* 46 tons.

" *Julius Butterfield* 43 tons. [Dismantled.]

SOUTHPORT (KENOSHA)

Brig *C. J. Hutchinson* 311 tons.

Brig *Toledo* 215 tons.

Schooner *Cleopatra* 104 tons. [Dismantled.]

" *Cayuga* 60 tons. [Wrecked Lake Ontario 1854.]

" *Helena* 80 tons. [Wrecked near Kalamazoo 1851.]

LITTLE FORT (WAUKEGAN)

Schooner *Sylvanus Marvin* 73 tons. [Lost off Grand Haven 1851.
9 lives lost.]

" *J. B. Potter* 73 tons.

NEW BUFFALO

Schooner *New Buffalo* 25 tons.

SHEBOYGAN

Schooner *Rainbow* 130 tons.

" *E. B. Wolcott* 20 tons. [Ashore at Sheboygan 1847.]

MANITOWOC

Schooner *Citizen* 61 tons.

TWO RIVERS

Brig *A. Clark* 220 tons.

GREEN BAY

Schooner *Active* 25 tons.

" *Jeanette* 25 tons.

MUSKEGON

Schooner *Forrest* 160 tons.

NOTES

Harry C. Kendall

WE HAVE LOST a true friend and a grand gentleman in the passing of Commodore Harry C. Kendall, who died at his Detroit home on December 17th, 1949."

So reads the opening passage of the eulogy of Commodore Kendall, presented by Keith F. Smith of the Marine Historical Society of Detroit, and adopted by the Society. The Great Lakes Historical Society, which has lost a trustee and a loyal member, joins in mourning Commodore Kendall's death. As a partial tribute, a portion of Mr. Smith's eulogy is now given:

"Commodore Kendall was born in 1866 and had been a lifelong resident of Detroit. He was the oldest known active yachtsman on the Lakes. His father was the city's fire chief for many years, retiring in 1907. The municipal fire boat, built in 1919, was named the *John Kendall* in his honor.

"Commodore Kendall's sailboat, the *Shamrock*, won thirty-seven straight races back in 1893. He was also a regular winner in the Commodore races at the Detroit

Yacht Club. In 1925 he helped to organize the Port Huron to Mackinac race, and he himself sailed to Mackinac on the old *Suez* in 1928.

"Besides being commodore of the Detroit Yacht Club, he was commodore of the Detroit River Yachting Association, which he helped to organize, along with Harry Watson in about 1915. In that same year he was named commodore of the Inter-Lake Yachting Association. He also served this organization for years as secretary and treasurer. It was an unfamiliar sight not to see the Commodore on deck this past season at Put-in-Bay. It was the first I. L. Y. A. regatta that he had missed in the last fifty-four years.

"Commodore Kendall is survived by his widow, and one son, John B. Kendall, and two grandchildren. The funeral services were held in the William R. Hamilton Chapel, with burial in Elmwood Cemetery. Pallbearers were all past commodores of the Inter-Lake Yachting Association."

Indexes to Inland Seas

A REMINDER to members of the Great Lakes Historical Society that if they have not obtained indexes to the first four volumes of *INLAND SEAS* for 1945, 1946, 1947, and 1948, they are available on request. Libraries and historical societies receive them without asking. Our members will be pleased to know that references to

the magazine continually appear in other publications and that a number of our fellow historical periodicals list the articles. Among these are *Michigan History*, *Minnesota History*, *Canadian Historical Review*, *Ohio Archaeological and Historical Quarterly*, and *American Heritage*.

Gifts to G. L. H. S.

THE SOCIETY has recently been presented with a complete file of the forty-one volumes of Green's Great Lakes Directory, one of only two full sets in existence. This valuable and useful set was the generous gift of Mrs. M. E. Green in memory of her late husband Fred W. Green, editor and publisher.

Dorice E. Loveland of St. Clair, Michigan, has given a group of forty-five photographs of lake boats taken by herself. These include scenes of the launching of the *Wilfred Sykes* and of the late *Noronic* taken in September, 1948, when Miss Loveland had a trip aboard.

The Inland Steel Company through the interest of its President, Clarence B. Randall, a trustee of the Great Lakes Historical Society, and of the Rud Machine Company of Cleveland, presented the Society with a

Sperry gyrocompass and a radio direction finder formerly on the motorship *Inland*. These instruments, among the most valuable in marine navigation, are now housed with other gifts in the marine collection jointly owned by the G. L. H. S. and the Cleveland Power Squadron, located at Carnegie West Branch Library in Cleveland.

A complete set of the construction photographs of the Sun Doxford engines installed in the motorships *Benson Ford* and *Henry Ford II* in 1924 were given to the G. L. H. S. by Frank W. Trevorrow, one of our members who was an engineer on both vessels.

For these and many other gifts from members which lack of space has prevented us from acknowledging in *INLAND SEAS*, The Great Lakes Historical Society is sincerely grateful.

Those Lampreys Again

EELS ARE THE HEELS of Great Lakes wild life, it appears.

We refer to the sea lamprey parasite, which the Fish and Wild Life Service reports, is sabotaging the lakes fishing industry by taking a big toll of lake trout.

The lampreys, in reducing the trout supply, are also causing commercial fishermen to take larger catches of other species.

The eels feed by attaching themselves to the fish and tearing off flesh with their thorny teeth.

A diver at the Soo reports that freighters are carrying the lampreys through the locks and into Lake Superior. Apparently mistaking the side of the ships for the surface of a whale, or something, they snag onto the hull and get a free ride, if not many calories.

Alfred Leask, the diver, found scores of the things on the hull of the steamer *McGonagle* a few days ago when he went down to repair her propeller.

The diver was struck several times on his helmet and arms by the eels. He said they "darted through the water like arrows."

When he tried to catch them they slipped through his heavy gloves. Leask said the water was too cold for him to remove the gloves.

Attendants on the scow, above, could see the lamprey darting around the ship's stern, they reported.

BERTRAM B. LEWIS

In the *Cleveland Plain Dealer*,
December 4, 1949.

Memories of the Steamer *Maritana* - 1892-3-4-5

THE STEAMER *Maritana* was built by the South Chicago Ship Building Company during the winter of 1891 for the Pickands-Mather Steamship Company of Cleveland. The *Maritana* was equipped with a triple expansion engine, 24" x 39" x 63" diameters of cylinders by 48" stroke; 3-3 furnace Scotch boilers, 12 feet diameter, 175 lbs. steam; propeller 15 feet diameter, 17' 6" pitch. She was a fine ship but very weak in construction as we found out on our first trip.

When the *Maritana* was completed we left South Chicago for Escanaba, Michigan, to take a cargo of iron ore to the Illinois Steel Company at South Chicago. They loaded 4,800 tons in the ship, to a draft of 22 feet. This was the largest cargo of iron ore carried by a steamer up to that date. Now, compare 4,800 tons on a 350 foot steamer to the new steamer *Wilfred Sykes*, recently launched at Lorain, Ohio, 20,000 tons at intermediate draft, 678 feet long, 70 feet wide, 37 feet deep, 16 mi. loaded. When the *Maritana* was loaded and we backed out in deep water, then ahead at full speed, the ship commenced to spring and vibrate, so I checked the engine, thinking we were in shallow water, ran her slowly for about 15 minutes, then gradually brought her up to full speed. The vibration started again, so I checked to half speed and went up on deck. Captain Frank D. Root was walking aft and was meeting the high spots in the deck. I asked him what he thought about the situation. He said, "George, I don't think much of it." We continued on to Chicago at one-half speed so that she would not spring.

When we reached South Chicago, we ran in the slip to the ore dock for unloading, in the afternoon about 2 p. m. after dinner. I was standing on deck at the end of the boiler house. It was a long "slip" and no other boat in it. Captain Root saw Mr. Babcock, the manager of the South Chicago Ship Building Com-

pany, who was coming to see the *Maritana*. The Captain rang up full speed ahead, and then full speed astern and rang up a second time. I never, in all my sailing career, saw a boat spring as she did. I thought that the poor *Maritana* would go to the bottom of the slip in two pieces, but she survived the shock and remained on top of the water. She finally stopped abreast of where Mr. Babcock and I were standing. The enraged Mr. Babcock threatened to have Captain Root and me put off the boat for trying to break the boat in two pieces, but I replied, "It would be better to break in the slip than in a gale of wind and then drown everybody." And I added that any man who would call such a dilapidated mass of steel as this steamer a ship or steamboat was a fit subject for the penitentiary.

When the steamer was tied to the dock Captain Root came back to us, and what he told the manager would not look very good if it was printed. Finally Mr. Babcock turned and walked away, and did not ask either of us about the large cargo of ore we brought down.

We went to Chicago, got our guests aboard and started for the Soo, which we had to make before dark the next day as the boats were still using the old Soo river route. At dark the boats came to anchor in Mud Lake going up; coming down from Lake Superior they would anchor in Whiskey Bay and wait for daylight in the morning. The first anchor up in its place would be the first boat to lock through. It being a fine day and the lake smooth we went along at a good speed as the time was limited for reaching the Soo before dark the next day.

The guests tried to play cards on a table in the for'd cabin, but the springing of the boat would shake the chips off on the floor. We turned into the Straits of Mackinac, but had to check when going around Waughoshonee light. Then on again, turning around Detour lighthouse, then up

the Soo river, and around the Canadian buoy and through Mud Lake and the river to Lake George. Captain Root and I were eating supper together while crossing the lake. He said to me, "If there are no boats at the dock, I will have some of the guests on top of the pilot house. I will ring for full speed, then stop and back full speed, and give her all you got." We did as directed. Some of them tumbled over on the texas. Well, she did swing and it did seem as if the end had come to the *Maritana*. When the boat was tied to the dock and the ladder down, half of the guests left the boat and took the train for Two Harbors. It would have been better for the rest of them to have gone by train, which they regretted not doing when we got to White Fish Point.

The Captain received a telegram from the office at the Soo on our trip down to round to and stop at Port Huron and wait for the *Mariposa* (a duplicate of the *Maritana*), as she had some experts aboard from New York, Cleveland and Detroit

to detect or find the cause of the *Maritana's* vibrating.

The *Maritana* rounded to and tied up alongside of the *Mariposa* which got there first, took the experts aboard and on the way to Cleveland. When passing by Marine City the Captain rang up full speed, as there was a stretch of deep water. This was done for the experts. It was a short trial as we had to check again on account of shallow water. Mr. Frank E. Kirby, architect and designer of nearly all of the passenger steamers on the Great Lakes, was with one of the experts.

Mr. Kirby said to me, "George, what do you consider the trouble comes from?" "Mr. Kirby, my opinion is, the poor work in the construction, design and weakness in the thickness of steel. The work is not riveted tight, and the engine is too large for a boat such as the *Maritana*, and the construction of the ship is a disgrace to Mr. Babcock the builder."

—GEORGE WATERBURY*

* Mr. Waterbury sailed four years on the *Maritana* as Engineer.

Great Lakes Pioneers

WHEN CAPTAIN JABEZ BURRELL and Captain John Day of Sheffield, Massachusetts, bought the whole of what is now Sheffield Township, Lorain County, Ohio, back in 1815, they were faced with a real problem.

The former owner, General William Hart of Saybrook, Connecticut, had bought the land from the Connecticut Land Company as a speculation, but Jabez Burrell and John Day were not thinking of unearned increment. They intended to leave the stony fields of the Southern Berkshires and rear their families in the new country to the West. That meant that they must transport their large New England-style families, and their household goods also, something like six hundred miles over Indian trails that were just beginning to pretend to be wagon roads. Of course, they had to look first.

In the summer of 1815 Burrell and Day, together with neighbors in Sheffield and the adjoining town of New Marlborough, journeyed West to look over their new property and to choose home sites. That trip was enough to persuade the two principals that they would not enjoy travelling the length of New York State and half the length of Lake Erie by oxcart.

On their return to Massachusetts they engaged one Anon Harmon to build a boat in which they might ship their belongings to the promised land. We have no information as to where or how Mr. Harmon, who was himself a New Marlborough man, had mastered the ship builder's art. The fact remains that in the spring of 1816 the schooner *Fire Fly* took the waters of the Mohawk at Schenectady. She was half-decked and of fifteen tons. There is no record of her length or beam or draft but

it is a reasonable assumption that she was a good deal of a tub, alert, broad and shallow indeed. The original Erie Canal, work on which was to begin only a year later, was to be but four feet deep.

When word reached Sheffield that the *Fire Fly* was almost ready, the Burrells and Days, who had sold their Berkshire farms, loaded their lares and penates, not to mention their large families, into horse and ox-drawn wagons and freighted them up to Albany and over the big hill to Schenectady. There household goods and farm implements were stowed aboard the *Fire Fly*.

However, the good captains—they were captains of Massachusetts militia, not of the sea—would not risk their families in the little schooner. With their wives and children they started west by wagon, using horses instead of the slow-moving oxen, while the *Fire Fly* was half-sailed, half-rowed up the Mohawk.

There were locks at Little Falls to raise the schooner to the upper river and from there she was rowed and pulled to Rome whence a canal led to Oneida Lake, where her sails were spread in earnest. At the lower end of Oneida Lake she entered the Oneida River, followed it to the Oswego and floated down that river to the town of the same name at its mouth.

Lake Ontario looked a lot bigger to the *Fire Fly*'s crew and the little craft hugged the South Shore all the way to the Niagara River. There the sweeps were used again to reach Queenston on the Canadian side. The War of 1812 had ended only eighteen months before, but the Canadians were on the job, eager to make an honest dollar off their former enemies. The portage past the lower rapids, the falls and the upper rapids was easier on the West bank of the Niagara than on the East and there was what passed for a wagon road. It was in the heavy timber on the right bank between Fort Niagara on Lake Ontario and Fort Schlosser on the upper river that the Senecas, with a fine disregard of the Iroquois alliance with Great Britain, had ambushed Major Wilkinson on his way to relieve Detroit during the Pontiac conspiracy,

and had been properly bawled out by Sir William Johnson.

At Queenston the cargo of the *Fire Fly* was drawn and the little schooner was placed on wheels. Then she was dragged laboriously up the escarpment to Chipewewa, above the upper rapids, and launched again. The Day-Burrell household goods were then hauled up the hill and the *Fire Fly* resumed her burden. Sweeps and a North wind took her to Lake Erie.

Her crew took the *Fire Fly* to the mouth of Black River and upstream to the mouth of French Creek, today opposite the National Tube works in South Lorain.

We have, unfortunately, no time table of the trip. Henry and Mary Day Root, also of Sheffield, Massachusetts, who made the journey to Sheffield, Ohio, with wagons drawn by horses and oxen, had started on February 15, 1816, and reached Black River on April 1. The chances are that, good Congregationalists as they were, they did no Sunday travelling, which means that they must have averaged something like thirteen miles a day. It is, then, reasonable to assume that Mr. Root was a masterful hand with the oxgoad.

Captain John and Augusta Burrell Day and their seven children reached the mouth of the Black River on July 26 of that year while the Burrells, who had stopped to oversee the big portage around the falls, arrived on August 11, coming from Buffalo Creek, as did the Days, on the 21-ton schooner *Black Snake*. The Days were already at French Creek, having ascended the river on John Reid's ferry scow rather than to hack a road through the wilderness.

The Burrells came up river in the *Fire Fly*, a several hundredweight of salt having been unloaded to make room for the children. Salt, it should be added, was much in demand everywhere in the West, and had its place in every ship load.

There is, alas, no further record of the *Fire Fly*, or, for that matter, of the *Black Snake*.

—I. S. M.

The Sherwin-Williams Co's. Lake Shipping Venture

THE SHERWIN-WILLIAMS CO. has, since 1870, been much interested in supplying paints for lake vessels and as such has been involved in Great Lakes shipping. At one time the Company actually participated in this great industry.

Among many other features, the Company early operated a subsidiary, The Cleveland Box Company, to manufacture wooden packing boxes for the shipment of paints. This factory was located on Stones Levee with a dock on the Cuyahoga River. Lumber for boxes was brought down by boat from Duluth and upper lake lumber ports. In 1890 freight and handling had developed to such an extent that it seemed to justify the purchase of a boat to be operated solely for this purpose.

Accordingly, The S-W Transit Co. was organized and the steamer *A. G. Lindsay* purchased. This ship was built in 1889 by the Detroit Dry Dock and Engine Company. She had a wooden hull 196 feet long, a 37-foot beam and a 22-foot depth, and a gross tonnage of 1354 tons. She was equipped with a two-cylinder F and A engine and two fire box boilers. Under favorable conditions she could develop a speed of eight or nine miles an hour. This shipping undertaking proved very satisfactory and operated profitably for several years. Lumber was brought down the lakes and return cargoes of coal or other materials were then taken up.

Mr. E. L. Trautman, who at that time was specially interested in the Company's box manufacture, relates that on one trip the *Lindsay* contracted to take a considerable quantity of dynamite on the up trip to Duluth. The captain being a little nervous about this unusual cargo, conveniently arranged some urgent business which required him to stop over in Chicago, so he had the mate take charge of her to the port where this hazardous cargo was delivered. The captain, finishing his mission in Chicago, traveled by rail to board the ship at the head of the lakes.

Usually for the last down trip at the

close of navigation the *Lindsay* took on a cargo of flax seed from Duluth. This was brought down to The Sherwin-Williams Linseed Oil Mill at Cuyahoga and West Third Streets where the ship was tied up at the dock for the winter. This served as storage space for flax seed until needed for crushing into linseed oil.

Later it was found that lumber for boxes was not too plentiful and fibre began to displace wood. Such boxes were lighter weight and much less expensive than wood. So The Sherwin-Williams Co. discontinued the manufacture of wooden boxes and decided in 1907 to liquidate The S-W Transit Co. and disposed of the steamer *Lindsay*. And so the S-W flag was no longer seen on the Great Lakes.

The Rupert Steamship Company of Aberdeen, Washington, bought the *Lindsay* and had her overhauled and refitted for ocean service. When finished, she proceeded through the Welland Canal and down the St. Lawrence to the Atlantic Ocean. Then began the long voyage around the tip of South America, as this was before the Panama Canal was built. The long journey from Cleveland to Aberdeen, Washington, occupied several months, stopping occasionally at ports for supplies.

As the *Lindsay* approached the Straits of Magellan, engine trouble developed and she put in at Punta Arenas for repairs. After some delay, she then proceeded through the Straits, avoiding the rough seas around Cape Horn and headed north up the Pacific Coast, again crossing the equator.

Almost at the end of this long voyage, only 35 miles from her destination, she encountered such a severe storm that they put into the mouth of the Columbia River. There she ran aground on a sand bar. The heavy waves damaged the lake-built hull to such an extent that she foundered and was wrecked beyond recovery. No lives were lost. Thus, the Rupert Steamship Company's venture proved a failure.

—W. R. Seiplein,
Historian, Sherwin-Williams Company.

The Great Lakes in Print

An index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

American Heritage, Winter, 1950, pp. 2-5, 73-75. Late Frontier, by Grace Lee Nute.

Canadian Historical Review, December, 1949, pp. 336-343. Quebec Ship Labourers Benevolent Society, by J. I. Cooper.

Changing Times, December, 1949, p. 21. Captain Roen of the Great Lakes.

Chicago Sunday Tribune Magazine *Grafic*, November 20, 1949, p. 5. Death Rides the Waves, by Dr. Milo M. Quaife.

Excavating Engineer, October, 1949, pp. 18-19, 62. End of the *Wolverine*, by Walter Rudolph.

Michigan History, December, 1949, pp. 328-336. From Illinois to Lake Superior

and the Upper Peninsula by Steamer in 1852, edited by Lewis Beeson.

Natural History, April, 1949, pp. 180-184. Ups and Downs of the Great Lakes, by Richard Foster Flint.

Ohio Conservation Bulletin, January, 1950, pp. 4-6. A Hostile Force Invading Lake Erie (Sea Lampreys), by Milton B. Trautman.

Ontario History, October, 1949, pp. 173-200. Pioneers of the Scotch Settlement on the Shores of Lake St. Clair, by Malcolm Wallace.

Reader's Digest, February, 1950, pp. 91-95. Must Ships be Built to Burn? (On the *Noronic* and other ships), by Paul W. Kearney.

Scholastic, November 2, 1949, pp. 10-11. Cargoes for Industry: Great Lakes Fleet Carries Huge Merchant Tonnage, by William Favel.

U. S. News and World Report, November 25, 1949, pp. 40-43. Big Industry Area Keeps Lead (Great Lakes region).



Book Reviews



THE WESTERN RESERVE, by Harlan Hatcher. New York and Indianapolis, Bobbs-Merrill Company, Inc., 1949. \$4.00.

When Connecticut ceded her claims to "certain western lands" in 1786, she retained the 120 mile strip south of Lake Erie, designated thereafter "legally and historically" as the Western Reserve of Connecticut. The group who purchased this estimated three million acres, which was to be surveyed and sold, became the Connecticut Land Company and Moses Cleaveland, a director and general agent of the company, set out with a party to conduct the surveying of these lands in person.

Clevelanders know that in spite of map errors and inaccurate surveying equipment, their city lies today exactly where Moses Cleaveland plotted it in 1796, even to its ten-acre public square, but in the first years the town at the mouth of the Cuyahoga did not flourish too rapidly. Only a half dozen members of the original surveying parties returned to the Reserve and Moses Cleaveland himself never visited it again.

Many like Captain Alva Bradley, great ship builder and owner, passed by Cleveland and settled at Vermilion, while others went on to Youngstown, Burton, Painesville, Kirtland, Chardon, Ravenna and Poland. It was not until after the War of 1812 that the migration west attained anything approaching mass proportions, but as Connecticut colonists became convinced that they wanted the Reserve for their own land, they gradually left the high ground back from the lake where they had first settled and moved toward the ports and natural harbors, creating a concentration of industrial and business interests in the very spots which are so vital to the economy of the entire lakes region today.

Mr. Hatcher reminds us again and again that the Western Reserve had been New England and Connecticut long enough "to establish a distinctive atmosphere and style of living and culture that set it apart from the other regions of Ohio." The same spirit that constructed giant steel

mills, oil refineries and rubber factories, served the first sails seen on Lake Erie, and later built the great freighters for hauling ore and coal.

The first settler in Cleveland who saw the possibilities of easier and more economical transportation by water than by cutting a path through the wilderness, was Lorenzo Carter, who had arrived in 1797. In addition to trading with the Indians, Carter built a ferry to take passengers and goods across the Cuyahoga River. By 1808, he had initiated Cleveland's shipbuilding industry by launching the *Zephyr*, a 30 to 45 ton schooner, which he built on the river banks and towed down to the Cuyahoga by oxen. In the following years many other small schooners came into being on Lake Erie, built of lumber from the conveniently nearby forests. At Conneaut, Ashtabula, Vermilion, Huron and Sandusky, docks and shipyards also began to appear and the practical as well as romantic industry of shipping by water was well under way. To quote Mr. Hatcher, "Though they carried grain and lumber, whiskey, pork and cheese, when the cargo was stowed and the canvas spread, one of these schooners running before the wind . . . might have been the *Golden Hind* itself putting out for the fabulous East."

In 1818 came the innovation of the trim, brilliantly painted 330 ton *Walk-in-the-Water*. (Lest any member has forgotten, the Great Lakes Historical Society is the proud possessor of an original bill of lading for this first steamship on Lake Erie.) The resplendent, but ill fated ship conveyed passengers, merchandise and mail for a little over three years. After she succumbed in an October gale, she was soon replaced by other steamers better equipped to handle the ever increasing passenger and shipping trade.

Eleven steamboats and a large fleet of schooners plied the lake by the time the Ohio-Erie Canal was finished, with as many as seven steamers a day stopping at Cleveland, surpassing the average of her closest rival, Huron. By 1846 Ashtabula also had about a dozen passenger boats in use.

In spite of precautions and improvements in construction, the early loss of life and ships was overwhelming. There were no lights or harbor markings until 1818, and the first light was erected at Cleveland two years later. Soon after, lighthouses were built at Fairport, Ashtabula, Conneaut and Marblehead, the lake floor was charted and equipment so improved that today, early dangers have practically been eliminated.

Although we come to the end of this particular chapter with regret,

there are many others just as fascinating, for Mr. Hatcher has written a book about the entire Western Reserve and the people who have made it a richly productive area. How he has managed to pack so much information into comparatively so short a history, defies explanation. The early struggle is all there. How the little known James Hillhouse straightened out the financial deficit of the Connecticut Land Company, how the Mormons built their remarkable temple at Kirtland, the highways and railroads that made possible economic expansion and development of great industrial centers, these and many other facets pertinent to the social and cultural aspects of the Reserve are integrated in a manner that escapes the boundaries of definition.

Mr. Hatcher is Vice-President of Ohio State University and a much read historian of Ohio and the Great Lakes region. As testimony to the popularity of his books, they consistently arrive and remain on the "best-seller" lists. The *Western Reserve* has already achieved this distinction.

—J. C. S.

SIGNATURE OF TIME, by Walter Havighurst. New York, The Macmillan Company, 1949. \$3.50.

In *Signature of Time*, the author of *Quiet Shore*, and *The Long Ships Passing*, has written the story of Hazard Island, the gift of Walter Havighurst's creative imagination to the cluster of the twenty or more islands that adorn the western waters of Lake Erie. The very words of the title evoke the mystery of past ages for anyone who has stood before the great rocks on Kelley's Island scored by the tremendous glacier-wrought grooves that veritably are the majestic signature of Time itself. It is also the story of Maury Hazard just out of a German prison camp in the first month of peace, September, 1945,—a newspaper man who no longer cares to write or face the old routine of his newspaper job in Cleveland, and who goes back to the island where he was born and brought up, where generations of his family lived, to find himself and something that was familiar and real,—something that was indestructible.

And as Maury Hazard becomes again a part of the leisurely life of the islands, as he reads through the family journals and re-lives the colorful past of all the Hazards who have lived there before him, the story of the island is unrolled from the time that Jason Hazard, the hunter in deer-

skin jacket, came ashore on "Island No. 7," and blazed his first trapline through the woods, and brought to his cabin a girl who wore beaded moccasins and had been since childhood a captive among the Wyandot Indians.

On an island where, as Mr. Havighurst reminds us, every road brings you back to the same place, the past accumulates. Maury Hazard's memory reaches back to the generations before he was born, and he becomes a part of the lives of other people and other times. Through the book flows a stream of affection for all of the wooded and meadowed islands garlanded with vineyards, green and lovely in the sun and lighted now at night by the tall, white candle of Perry's Monument. In it are light, quiet, and the serenity of space, and the ever changing beauty of the Great Lakes, the "Seas of Sweet Water," as the Jesuits called them. And in it are the limestone ledges, the water forever lapping on the rocks, the unused docks and empty quarries white in the sun, the scent of grapes, the winking lights of the lighthouses, the long freighters trailing their smoke, the slabs of stone covered with the picture story of Indian wanderings, the island legends, and the ancient flutings of the glacial rocks.

Signature of Time is the story of an island and of a family, and more particularly the story of Maury Hazard and his brother Dave. In writing it, Walter Havighurst, Professor of English at Miami University, brings to the reader something of the beauty and romance of these Islands that lie—so removed from the world—a few short miles away from a great city.

—H. B. L.

SAINT IGNACE, CANADIAN ALTAR OF MARTYRDOM, by William Sherwood Fox, with the collaboration of Wilfrid Jury. Toronto, McClelland & Stewart, 1949. \$3.00.

Locating a lost historic spot can be an extremely fascinating form of detection. It was so found by two old friends of INLAND SEAS: Dr. William Sherwood Fox, president of the University of Western Ontario from 1927 to 1947, and Wilfrid Jury, curator of the Museum of Indian Archaeology and Pioneer Life in the University Museum. Their goal was the scene of the martyrdom of Saint Jean de Brebeuf and Saint Gabriel Lalemant, Jesuit missionaries tortured to death by the Iroquois Indians in 1649. This was known to be located in a general way in

northern Simcoe County, Ontario, long entitled, from its Indian inhabitants, Huronia.

Efforts to locate the spot more particularly had long been attempted. One such, by Father Felix Martin, remains in manuscript in the Ottawa Archives. Cannot some scholar publish it?

The first prerequisite was to find the site of the mission, named St. Ignace, the second of its name. The researches of devoted workers had narrowed down the choice. Alphonse Arpin, an illiterate woodsman, and Thomas G. Connon, a Canadian interested in historical matters, identified the site of the mission in 1936. In the next two years W. J. Wintemberg of the National Museum of Canada found the outlines of a large village, obviously the site of St. Ignace. It remained to find within the bounds of the village the scene of the martyrdom.

Here Jury came in. Starting in 1946, he familiarized himself with the nature of the soil; then sank trenches with uncovered posts, outlining the Indian buildings of long ago. No less than twenty-seven buildings were located in this fashion; of these, No. 26 was finally identified as the church and residence of the mission. Attempts to fix the actual place of the martyrdom have so far failed, though Dr. Fox and Mr. Jury have a theory and plausible grounds on which to support it.

Readers of INLAND SEAS will recall Mrs. Jury's account of the work¹ two years ago. The present volume naturally much expands the earlier report, and adds many illustrations and plans and a bibliography. It will have permanent value as identifying a spot which will be sacred for many a tourist.

—G. W. T.

THIS IS MICHIGAN, *A Sketch of These Times and Times Gone By, a Handbook*, edited by Lewis Beeson. Lansing, Michigan Historical Commission, 1949.

This is a brief yet comprehensive survey of twenty-one articles, each by a different writer, many of them contributors to INLAND SEAS. Of special interest to our readers are *Vacationland in the Heart of the Great Lakes*, by Ferris E. Lewis; *The Indian Way of Life*, by R. Clyde Ford; *The Contest for the Great Lakes*, by F. Clever Bald; *Trails and Rails*, by

1. Fall, 1948, pp. 159-165.

James O. Knauss; *Great Lakes Waterways*, by the Rev. Edward J. Dowling, S.J.; *Copper and Iron for Industrial America*, by James K. Jamison, and *Lumber for A Nation's Homes*, by Rolland H. Maybee.

A chronology, five pages of statistics and a selected book list add value for the hurried reader. The whole is a useful compilation, which other states might profitably imitate.

—G. W. T.

This Month's Contributors

THOMAS B. DANCEY, of Dearborn, Michigan, a former lake radio operator and purser, wrote *Lake Michigan Car-ferries Yesterday and Today* (INLAND SEAS, July, 1945, pp. 2-15).

N. R. DANIELIAN, formerly instructor in economics at Harvard and a holder of various Washington posts, is now vice-president of the St. Lawrence Association, and president of the American International Service Company.

HELEN B. LEWIS, Head of the Schools Department of the Cleveland Public Library, wrote the review signed by her initials.

MRS. DOROTHY B. MARTIN of Detroit, is a poet and the daughter of the noted authority on the history of the Middle West, Dr. Milo M. Quaife.

MAJOR I. S. H. METCALF, a member of the teaching staff of the Citadel, Charles-

ton, South Carolina, has contributed to INLAND SEAS several articles on biological topics connected with the lakes.

RALPH G. PLUMB of Manitowoc, Wisconsin, has written *History of Navigation of the Great Lakes*, and *Lake Michigan*.

W. R. SEIPLEIN is historian of the Sherwin-Williams Co., Cleveland.

MENTOR L. WILLIAMS, associate professor of English at the Illinois Institute of Technology, is a frequent contributor to INLAND SEAS, on the Great Lakes as seen through the eyes of Thurlow Weed and Horace Greeley.

WALLACE B. WHITE of Milan, Ohio, is a former newspaper and advertising man and civilian propaganda writer with General MacArthur in World War II. The author of "Seeing Stars" and "Temples and Tortillas" he is now working in Northern Ohio history.